# **NACOmatic**

Effective: 17-December-2009 Expires: 14-January-2010

# Your Ad Here ~80,000 Page views/month

# Contact:

Doug Ranz 248-318-0011 NACOmatic@hotmail.com

# Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: <a href="http://naco.faa.gov/index.asp?xml=naco/onlineproducts">http://naco.faa.gov/index.asp?xml=naco/onlineproducts</a>

# Copyright

This compilation is protected by US copyright laws and international copyright treaties.

# Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

# Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

```
Kindle-DX Index; by AptID
NM Min Alt#1 -
                   4
NM Min Rdr#1 -
        TO#1 -
NM Min
                  10
        5T6
                 175
                  42
        ABQ
        AEG
                  59
        ALM
                  21
        ATS
                  71
        AXX
                  69
        CAO
                  83
        CNM
                  78
        CVN
                  87
        CVS
                  92
        DMN
                 103
        E06
                 142
        E26
                 132
        E80
                 76
                 106
        FMN
        GNT
                 122
                 118
        GUP
        HMN
                 25
                 124
        HOB
        IKR
                 65
        LAM
              - 141
              - 133
        LRU
        LVS
                 136
        ONM
                181
        PRZ
              - 145
        ROW
                 151
        RTN
                 147
```

SAF

SKX

SRR SVC

TCC

TCS

zun

163 184

161

176

188

186193

Use "Menu", then "Goto Page"

17 DEC 2009 to 14 JAN 2010

4Category E, 1000-3.

<sup>5</sup>Category C, 800-21/4; Category D, 800-21/2.

### **ALTERNATE MINS**



INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME ALTERNATE MINIMUMS  | NAME ALTERNATE MINIMUMS                                      |
|--|--|
| AKRON, CO  | CORTEZ, CO   |
| COLORADO   | CORTEZ MUNI RNAV (GPS) Y Rwy 21 <sup>1</sup>                 |
| PLAINS RGNL RNAV (GPS) Rwy 11  | RNAV (GPS) Z Rwy 21 <sup>2</sup>                             |
| NA when local weather not available.   | VOR Rwy 21 <sup>1</sup>                                      |
| TVA WHEN local weather not available.  | <sup>1</sup> Category D, 900-3.                              |
| ALAMOSA, CO  | <sup>2</sup> Categories A, B, 1300-2; Categories C, D,       |
| SAN LUIS VALLEY RGNL/  | 1300-3.  |
| BERGMAN FIELD RNAV (GPS) Rwy 2   | 1000 0.  |
| RNAV (GPS) Rwy 20  | CRAIG, CO  |
| NA when local weather not available.   | CRAIG-MOFFATVOR/DME Rwy 7¹                                   |
| The time to the ti | VOR Rwy 25 <sup>2</sup>                                      |
| ALBUQUERQUE, NM  | 11300-3.   |
| ALBUQUERQUE INTL   | <sup>2</sup> 1700-3.   |
| SUNPORT VOR or TACAN Rwy 8   |  |
| Categories A,B, 900-2; Category C, 900-21/2;   | DEMING, NM   |
| Category D, 900-234; Category E, 900-3.  | DEMING MUNI RNAV (GPS) Rwy 4                                 |
|  | RNAV (GPS) Rwy 26  |
| CLAYTON, NM  | VOR Rwy 26   |
| CLAYTON MUNI AIRPARK NDB Rwy 21  | NA when local weather not available.                         |
| NDB Rwy 20 <sup>2</sup>  |  |
| RNAV (GPS) Rwy 2   | DENVER,CO  |
| RNAV (GPS) Rwy 20  | CENTENNIALILS or LOC Rwy 35R1                                |
| NA when local weather not available.   | NDB Rwy 35R <sup>2</sup>                                     |
| ¹Categories A, B, 900-2; Category C, 900-2½,   | RNAV (GPS) Rwy 28 <sup>34</sup>                              |
| Category D, 900-234.   | RNAV (GPS) Rwy 35R14   |
| <sup>2</sup> Category D, 800-2¼.   | ¹Categories A,B, 900-2; Category C, 900-2½,                  |
| CLOVIS, NM   | Category D, 900-2¾.  Categories A,B, 1000-2; Categories C,D, |
| CLOVIS MUNI VOR Rwy 22,800-21/4  | 1000-3.  |
| CLOVIS WON VOK KWY 22,000-2/4  | <sup>3</sup> Category D, 800-2 <sup>1</sup> / <sub>4</sub> . |
| COLORADO SPRINGS, CO   | <sup>4</sup> NA when local weather not available.            |
| CITY OF COLORADO SPRINGS   | TWY WHOTH local Weather flot available.                      |
| MUNI ILS or LOC Rwy 17L1   | DENVER,CO  |
| ILS or LOC Rwy 35L <sup>2</sup>  | DENVER INTLILS or LOC Rwy 34L                                |
| ILS or LOC Rwy 35R <sup>23</sup>   | ILS, 700-2.  |
| NDB Rwy 35L <sup>4</sup>   |  |
| RNAV (GPS) Rwy 17R35   | ROCKY MOUNTIAN   |
| RNAV (GPS) Rwy 35R <sup>3</sup>  | METROPOLITAN ILS or LOC Rwy 29R                              |
| <sup>1</sup> ILS, 700-2.   | VOR/DME Rwy 29L/R  |
| <sup>2</sup> ILS, Category D, 700-2.   | NA when control tower closed.                                |
| <sup>3</sup> NA when local weather not available.  |  |





| 51   | -   |
|--|---|
| NAME ALTERNATE MINIMUMS  DURANGO, CO  DURANGO-LA PLATA  COUNTY   | NAME ALTERNATE MINIMUMS  GUNNISON, CO  GUNNISON-CRESTED  BUTTE RGNLILS or LOC Rwy 6¹  RNAV (RNP) Rwy 6, 800-2½  VOR or GPS-A²³  ¹ILS,LOC, Categories A, B, C, 1600-3. ²Categories A,B,C, 1700-3;Cat D, 2300-3. ³NA when local altimeter setting not available except for operators with approved weather reporting service. |
| Categories A,B, 2100-2; Category C, 2100-3. NA when control tower closed. NA when local weather not available.   | HAYDEN, CO YAMPA VALLEY ILS or LOC/DME Y Rwy 101 RNAV (GPS) Y Rwy 1012  |
| FARMINGTON, NM FOUR CORNERS RGNLILS or LOC Rwy 25 <sup>12</sup> RNAV (GPS) Rwy 5 <sup>3</sup> RNAV (GPS) Rwy 7 <sup>3</sup> RNAV (GPS) Rwy 23 <sup>4</sup>                         | VOR/DME-B <sup>23</sup> ¹Categories A, B, 1200-2; Categories C, D, 1200-3.  ²NA when local weather not availalbe. ³Categories A, B, 1300-2; Categories C, D, 1300-3.  |
| <sup>1</sup> NA when control tower closed.<br><sup>2</sup> ILS, Categories B,C,D, 700-2.<br><sup>3</sup> NA when local weather not available.<br><sup>4</sup> Category D, 800-2½.  | HOBBS, NM  LEA COUNTY RGNLILS or LOC Rwy 3 <sup>1</sup> LOC/DME BC Rwy 21 <sup>2</sup> RNAV (GPS) Rwy 3 <sup>3</sup>  |
| FORT COLLINS/LOVELAND, CO FORT COLLINS- LOVELAND MUNI  | RNAV (GPS) Rwy 212<br>RNAV (GPS) Rwy 302<br>VOR/DME or TACAN Rwy 212<br>VOR or TACAN Rwy 32   |
| NA when local weather not available.  GALLUP, NM  GALLUP MUNIRNAV (GPS) Rwy 6 <sup>12</sup> RNAV (GPS) Rwy 24 <sup>3</sup>   | <sup>2</sup> NA when control tower closed, except<br>standard for operators with approved weather<br>reporting service.<br><sup>3</sup> NA when local weather not available.  |
| <sup>1</sup> Category C, 800-2¼; Category D, 900-3.<br><sup>2</sup> NA when local weather not available.<br><sup>3</sup> Category D, 900-3.  | LA JUNTA, CO  LA JUNTA MUNIRNAV (GPS) Rwy 8  RNAV (GPS) Rwy 26  NA when local weather not available.  |
| GRAND JUNCTION, CO GRAND JUNCTION RGNLILS or LOC Rwy 11 <sup>1</sup> LDA/DME Rwy 29 <sup>2</sup> RNAV (GPS) Rwy 11 <sup>2</sup> 1ILS, Category D, 700-2½. LOC, Category D, 800-2½. | LAMAR, CO  LAMAR MUNIRNAV (GPS) Rwy 18¹ RNAV (GPS) Rwy 36² VOR Rwy 18³ ¹NA when local weather not available. ²Category D, 800-2¼. ³Category C, 900-2½, Category D, 900-2¾.  |
| <sup>2</sup> Category D, 800-2¼.  GREELEY, CO  GREELEY- WELD COUNTYILS or LOC Rwy 34  RNAV (GPS) Rwy 16  | LAS VEGAS, NM  LAS VEGAS MUNIRNAV (GPS) Rwy 2  RNAV (GPS) Rwy 20  RNAV (GPS) Rwy 32  VOR Rwy 20  VOR Rwy 20   |

RNAV (GPS) Rwy 27

RNAV (GPS) Rwy 34 VOR or TACAN-A

NA when local weather not available.

VOR Rwy 20 NA when local weather not available.

1400-3.



#### **ALTERNATE MINS**



| 1                            |   |                             | _   |
|------------------------------|---|-----------------------------|---|
| NAME<br>MEEKER,CO            | ALTERNATE MINIMUMS  | NAME<br><b>RIFLE, CO</b>    |   |
|                              | RNAV (GPS) Rwy 3  | GARFIELD COL                |   |
|                              | reather not available.  | RGNL                        | LOC/DME-A1  |
| Categories A, B,             | , 1500-2; Category C, 1500-3.   |                             | ILS Rwy 26 <sup>2</sup><br>RNAV (GPS) Y Rwy 8           |
| MONTROSE, CO                 | n   |                             | RNAV (GPS) Y RWY 26                                     |
| MONTROSE                     |   |                             | RNAV (GPS) X Rwy 26                                     |
|                              | ILS or LOC/DME Rwy 17   |                             | RNAV (RNP) Y Rwy 26                                     |
|                              | RNAV (GPS) Rwy 13   |                             | RNAV (RNP) Z Rwy 8                                      |
|                              | RNAV (GPS) Rwy 35   |                             | RNAV (RNP) Z Rwy 20                                     |
|                              | RNAV (GPS) Y Rwy 17   |                             | VOR/DME-0   |
|                              | RNAV (GPS) Z Rwy 17   |                             | 3, 2400-2; Category C,2400-3.                           |
| 0. 0.40                      | VOR/DME Rwy 13  |                             | weather not available.                                  |
| Category C, 100              | 00-2¾; Category D, 1000-3.  | Not authorized              |   |
| PAGOSA SPRIN                 | igs co  |                             | s A,B,C, 1300-4.<br>B, 1900-2; Category C, 1900-3.      |
|                              | RNAV(GPS)-A   | Categories A,E              |   |
|                              | reather not available.  |                             | 3, 1700-2; Category C, 1700-3.                          |
|                              |   | <sup>8</sup> Categories A,E |   |
| PORTALES, NN                 |   | <sup>9</sup> Categories A,E | 3,C, 900-3.   |
|                              | IRNAV (GPS) Rwy 1   |                             | _   |
| Category D, 90               | 0-3.  | ROSWELL, NM                 | l   |
| DUEDI O CO                   |   | ROSWELL                     |   |
| PUEBLO, CO                   | NA  | INTL AIR CENT               | ERILS Rwy 2   |
| PUEBLOWEMOR                  | RIAL ILS or LOC Rwy 8L <sup>13</sup> ILS or LOC Rwy 26R <sup>23</sup> |                             | LOC BC Rwy (<br>RNAV (GPS) Rwy (                        |
|                              | RNAV (GPS) Rwy 8L <sup>4</sup>  |                             | RNAV (GPS) Rwy 17                                       |
|                              | RNAV (GPS) Rwy 26R4   |                             | RNAV (GPS) Rwy 2  |
|                              | VOR or TACAN Rwy 26R <sup>3</sup>                                     |                             | RNAV (GPS) Rwy 3  |
| <sup>1</sup> ILS, Categories | A,B,C,D, 700-2;   | <sup>1</sup> NA when cont   | rol tower closed.                                       |
| Category E,100               | 0-3. LOC, Category E, 1000-   | <sup>2</sup> NA when local  | weather not available.                                  |
| 3.                           |   |                             |   |
| <sup>2</sup> ILS, 700-2.     |   | SANTA FE, NM                |   |
| <sup>3</sup> NA when contro  | ol tower closed.<br>Weather not available.                            | SANTA FE MUN                | ILS or LOC Rwy 2VOR/DME-A                               |
| 'NA when local v             | weather not available.  |                             | VOR/DIVIE-A   |
| RATON, NM                    |   | <sup>1</sup> NA when contr  | ol tower closed.  |
| RATON MUNICI                 | IPAL/   |                             | D, 700-2 <sup>1</sup> / <sub>4</sub> . LOC, Category D, |
|                              | VOR/DME Rwy 2   | 800-21/4.                   | ,   |
|                              | 1400-2; Categories C,D,   | <sup>3</sup> Category D, 8  | 00-21/4.  |
|                              |   |                             |   |

#### WELL. NM

#### TA FE, NM

<sup>4</sup>NA when control tower closed except for operators with approved weather reporting service.





#### RADAR INSTRUMENT APPROACH MINIMUMS

ALBUQUERQUE, NM

Amdt. 20C, MAY 17, 2002 (FAA)

ELEV 5355

ALBUQUERQUE INTL SUNPORT

**RADAR** - 123.9 354.1 **▼** 

|         |     |            |     |                 | HAI/  |                     |     |                   | HAI/ |                      |
|---------|-----|------------|-----|-----------------|-------|---------------------|-----|-------------------|------|----------------------|
|         |     |            |     | DA/             | HATh/ |                     |     | DA/ HATh/         |      | /                    |
|         | RWY | GS/TCH/RPI | CAT | MDA-VIS         | HAA   | <b>CEIL-VIS</b>     | CAT | MDA-VIS           | HAA  | CEIL-VIS             |
| ASR     | 8   |            | ABC | <b>5700</b> /24 | 384   | $(400-\frac{1}{2})$ | DE  | <b>5700</b> /50   | 384  | (400-1)              |
|         | 35  |            | ABC | <b>5700</b> -1  | 386   | (400-1)             | DE  | <b>5700</b> -11/4 | 386  | (400-11/4)           |
|         | 3   |            | ABC | <b>5700</b> -1  | 388   | (400-1)             | DE  | <b>5700</b> -11/4 | 388  | (400-11/4)           |
|         | 17  |            | AB  | <b>5740</b> -1  | 419   | (400-1)             | CD  | <b>5740</b> -11/4 | 419  | (400-11/4)           |
|         |     | 1          | E   | <b>5740</b> -1½ | 419   | (400-1½)            |     |                   |      |                      |
| CIRCLIN | IG  |            | AB  | <b>5840</b> -1  | 488   | (500-1)             | С   | <b>5900</b> -1½   | 545  | (600-11/2)           |
|         |     | I          | D   | <b>5940</b> -2  | 585   | (600-2)             | E   | 6040-21/2         | 685  | $(700-1\frac{1}{2})$ |

Circling Category E not authorized E of Rwys 17/35. CAUTION: Steeply rising terrain in NE quadrant exceeding 8000' at 8 NM from airport and in SE quadrant exceeding 6300' at 4.6 NM from airport. Categories D and E S-8 visibility increased to RVR 6000 for inoperative MALSR.

### CANNON AFB (KCVS), NM (Clovis) (07270 USAF)

ELEV 4295

LAT/

**RADAR¹- (E)** 127.75x 295.7x 363.95x **▼** 

|                  |                 |            |      |           | na i/      |            |
|------------------|-----------------|------------|------|-----------|------------|------------|
|                  |                 |            |      | DH/       | HATh/      |            |
|                  | RWY             | GS/TCH/RPI | CAT  | MDA-VIS   | <u>HAA</u> | CEIL-VIS   |
| ASR <sup>2</sup> | $31^{3}$        |            | AB   | 4720-1/2  | 450        | (500-1/2)  |
|                  |                 |            | С    | 4720-3/4  | 450        | (500-3/4)  |
|                  |                 |            | DE   | 4720-1    | 450        | (500-1)    |
|                  | 44              |            | ABCD | 4700/40   | 416        | (500-3/4)  |
|                  |                 |            | E    | 4700/50   | 416        | (500-1)    |
|                  | 22 <sup>5</sup> |            | AB   | 4820/24   | 525        | (600-1/2)  |
|                  |                 |            | С    | 4820/50   | 525        | (600-1)    |
|                  |                 |            | DE   | 4820/60   | 525        | (600-11/4) |
|                  | 13 <sup>6</sup> |            | AB   | 4820-3/4  | 526        | (600-3/4)  |
|                  |                 |            | С    | 4820-1    | 526        | (600-1)    |
|                  |                 |            | DE   | 4820-11/4 | 526        | (600-11/4) |
| CIR              | All Rwy         |            | AB   | 4840-1    | 545        | (600-1)    |
|                  |                 |            | С    | 4840-11/2 | 545        | (600-1½)   |
|                  |                 |            | D    | 4860-2    | 565        | (600-2)    |
|                  |                 |            | E    | 5020-21/2 | 725        | (800-21/2) |
|                  |                 |            |      |           |            |            |

¹SIF gnd ck avbl fr RAPCON on 358.3 1400-0600Z++. ²No-NOTAM MP 0700-1100Z++ Mon-Wed, 0600-1300Z++ Thu,Fri. ³When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1½ miles. ⁴When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT CD RVR to 60, vis to 1½ miles, CAT E to vis 1½ miles. ⁵When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1½, CAT DE vis to 1¾ miles. ⁵When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles. ⁵When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

#### RADAR INSTRUMENT APPROACH MINIMUMS

ROSWELL, NM Orig, MAY 13, 2004 (FAA)

ELEV 3669

#### **ROSWELL INTL AIR CENTER**

RADAR¹ - E 119.6 239.0 

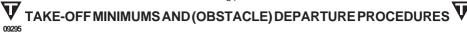
▼ 

A NA when control tower closed.

|          | HAT/          |     |                |       |                 | HAT/ |                   |           |                 |
|----------|---------------|-----|----------------|-------|-----------------|------|-------------------|-----------|-----------------|
|          |               |     | DA/            | HATh. | HATh/           |      |                   | DA/ HATh/ |                 |
| R'       | WY GS/TCH/RPI | CAT | MDA-VIS        | HAA   | <b>CEIL-VIS</b> | CAT  | MDA-VIS           | HAA       | <b>CEIL-VIS</b> |
| ASR 3    |               | ABC | <b>4020</b> -1 | 355   | (400-1)         | DE   | <b>4020</b> -11/4 | 355       | (400-11/4)      |
| 17       | 7             | ABC | <b>4020</b> -1 | 356   | (400-1)         | DE   | <b>4020</b> -11/4 | 356       | (400-11/4)      |
| 35       | 5             | ABC | <b>4060</b> -1 | 391   | (400-1)         | D    | <b>4060</b> -11/4 | 391       | (400-11/4)      |
|          |               | E   | 4060-11/2      | 391   | (400-11/2)      |      |                   |           |                 |
| 21       | 1             | AB  | 4040-1/2       | 408   | (400-1/2)       | С    | 4040-3/4          | 408       | (400-3/4)       |
|          |               | DE  | <b>4040</b> -1 | 408   | (400-1)         |      |                   |           |                 |
| CIRCLING |               | AB  | <b>4140</b> -1 | 471   | (500-1)         | С    | <b>4140</b> -1½   | 471       | (500-11/2)      |
|          |               | D   | <b>4220</b> -2 | 551   | (600-2)         | Е    | 4380-21/2         | 711       | (800-21/2)      |

<sup>&</sup>lt;sup>1</sup>Opr 1300-0400Z++. Procedure NA when control tower closed.

<sup>&</sup>lt;sup>2</sup> When ALS inoperative, increase Category D visibility to 1½, and Category E visibility to 1½.



#### INSTRUMENT APPROACH PROCEDURE CHARTS

### FIFT TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in

avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

#### AKRON.CO

MSL.

COLORADO PLAINS RGNL (AKO)

ORIG 09127 (FAA)

NOTE: Rwy 11, rod on obstruction light on an emometer 314' from DER, 525' left of centerline, 26' AGL/4695' MSL. Lights on hangers 412' from DER, 301' left of centerline, 18' AGL/4687' MSL, Rwv 29, vehicles on roadway beginning 971' from DER, 315' left of centerline, 15' AGL/4741' MSL. Trees beginning 1651' from DER, 528' left of centerline, up to 100' AGL/4839'

#### ALAMOGORDO, NM

ALAMOGORDO-WHITE SANDS RGNL TAKE-OFF MINIMUMS: Rwv 16.21.34. NA DEPARTURE PROCEDURE: Use CORONA ONE Departure.

#### ALAMOSA, CO

SAN LUIS VALLEY RGNL-BERGMAN FIELD TAKE-OFF MINIMUMS: Rwys 6, 24, NA. DEPARTURE PROCEDURE: Rwy 2, turn right. Rwy 20, turn left. Climb direct ALS VORTAC, continue climb in ALS VORTAC holding pattern (SE, right turns, 301° inbound) to depart ALS VORTAC at airway MEA/MCA, all others climb to 16000.

#### NAME TAKE-OFF MINIMUMS ALBUQUERQUE.NM

ALBUQUERQUE INTL SUNPORT (ABQ) AMDT 5 08157

TAKE-OFF MINIMUMS: Rwy 3, 200 - 1 or std. w/min. climb of 240' per NM to 5600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of rwy, Rwy 8, std. w/min. climb of 515' per NM to 7800.

DEPARTURE PROCEDURE: Rwys 3, 30, 35, climbing left turn direct ABQ VORTAC. If required. continue cllmb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. Rwy 8, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. (do not exceed 250 kts until ABQ VORTAC). Rwys 12, 17, 21, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. Rwy 26, climb direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.



### TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### ALBUQUERQUE INTL SUNPORT (CON'T) NOTE: Rwv 3, light 549' from departure end of runway.

575' right of centerline, 29' AGL/5344' MSL, Light 2109' from departure end of runway 1001' left of centerline, 67' AGL/5382' MSL. Multiple tanks beginning 4962' from departure end of runway 1708' left of centerline, up to 154' AGL/5469' MSL. Rwv 12. electrical equipment 36' from departure end of runway. 214' right of centerline 20' AGL /5315' MSL Rwv 17. light 114' from departure end of runway, 360' right of centerline, 19' AGL/5328' MSL, Pole 248' from departure end of runway, 423' left of centerline, 32' AGL/5321' MSL. Rwv 21, terrain beginning 23' from departure end of runway, 277' left to 291' right of centerline, up to 5319' MSL. Rwy 30, tower 1057' from departure end of runway, 743' right of centerline, 93' AGL/5393' MSL. Rwy 35, light on fence 106' from departure end of runway, 11' right of centerline, 11' AGL/5326' MSL. Sign 165' from departure end of runway, 140' left of centerline, 13' AGL/5328' MSL. Vehicles on road 215' from departure end of runway. from left to right of centerline, up to 15' AGL/5335' MSL. Multiple trees beginning 314' from departure end of runway 53' left of centerline up to 50' AGL/ 5367' MSL. Multiple trees beginning 329' from departure end of runway, 172' right of centerline, up to 50' AGL/5362' MSL. Tower 3208' from departure end of runway, 860' right of centerline, 100' AGL/5410' MSI

### DOUBLE FAGLE II (AFG)

#### AMDT 1 08045 (FAA)

DEPARTURE PROCEDURE: Rwv 4. climb heading 035° to 11700 before turning right, all others turn left on course, Rwy 17, climb heading 169° to 9400 before turning left, all others turn right on course, Rwv 22. climb heading 215° to 9100 before turning left, all others turn right on course, Rwv 35, climb heading 349° to 11000 before turning right, all others turn left on course. NOTE: Rwv 17, antenna 64' from departure end of runway. 395' left of centerline, 8' AGL/5807' MSL, Tree 3482' from departure end of runway, 1409' right of centerline. 100' AGL/5919' MSL. Rwy 35, antenna 53' from departure end of runway, 405' right of centerline, 9' AGL/ 5808'MSL.

#### ANGEL FIRE, NM

ANGEL FIRE (AXX)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: Rwy 35, NA-obstacles. DEPARTURE PROCEDURE: Rwy 17, use ANEKE RNAV DEPARTURE.

#### ASPEN.CO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE) AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 15, NA-terrain. DEPARTURE PROCEDURE: Rwy 33, use SARDD DEPARTURE.

#### BELEN NM ALEXANDER MUNI

#### TAKE-OFF MINIMUMS: Rwvs 3.21, std. with min. climb

of 326' per NM to 11700, or 2300-3 for climb in visual. DEPARTURE PROCEDURE: Rwys 3, 21, for climb in

visual conditions: cross Alexander Municipal Airport at

#### **BUCKLEY AFB (KBKF)** AURORA, CO

Rwv 14. 700-1\*

\* Or standard with minimum climb of 240/NM to

TAKE-OFF OBSTACLES: Rwv 14: Rising Terrain 5685' to 5700' MSL 975'-1355' from departure end of rwy 210'-270' right of centerline.

#### **BUENA VISTA, CO**

#### CENTRAL COLORADO RGNL

TAKE-OFF MINIMUMS: Rwv 15, std. with a min. climb of 400' per NM to 8200 then 340' per NM to 15500. Rwv 33. NA-due to terrain DEPARTURE PROCEDURE: Rwv 15, use PUEBLO

RNAV DEPARTURE, Rwv 33, NA-due to terrain. NOTE: Rwv 15, tree 4468' from departure end of runway 659' right of centerline, 60' AGL/8159' MSL.

#### **BUTTS AAF (KFCS)**

FORT CARSON, CO

.....Rwv 31, 400-1\* \* Or standard with a minimum climb of 210/NM to

Rwy 13 climbing left turn heading 080° within 1 mile. Rwy 3l climbing right turn heading 80° within 1 mile. All aircraft continue climb via hdg 080° until joining

#### CANNON AFB (KCVS),

CLOVIS, NM. . . . . . . . . . . . . . . . (07354 USAF) DIVERSE DEPARTURES AUTHORIZED ALL RWYS TAKE-OFF OBSTACLES: Rwv 04: Terrain 4304' MSL, 0' from DER, 25' to 222' right of centerline. Terrain 4305' MSL, 16' to 268' from DER, 500' left of centerline, Terrain 4329' MSL, 1124' from DER, 800' left of centerline.

Rwv 13: Terrain 4284' MSL, 0' to 409' from DER, 41' to 500' left of centerline, Terrain 4280' MSL, 66' to 528' from DER, 500' to 585' right of centerline.

Rwv 22: Terrain 4295' MSL, 0' to 538' from DER, 61' to 636' left of centerline, Terrain 4281' MSL, 66' from DER, 258' right of centerline.

Rwy 31: Terrain 4294' MSL, 0' from DER, 500' left of centerline, Terrain 4304' MSL, 370' from DER, 588' left of centerline, Power Pole 25' AGL/4357' MSL. 2517' from DER, 98' left of centerline, Terrain 4314' MSL, 197' to 317' from DER, 500' to 585' right of



#### **CANON CITY, CO** FREMONT COLINTY

#### TAKE-OFF MINIMUMS: Rwv 29, 4600-2 or std. with a

min\_climb of 450' per NM to 10400 DEPARTURE PROCEDURE: Rwy 11 climb runway

heading, Rwv 29, turn left heading 115°.

All aircraft intercept and climb via PUB VORTAC

R-262 (V244) PUB VORTAC before proceeding on course

### CLAYTON. NM

#### CLAYTON MUNI

TAKE-OFF MINIMUMS: Rwv 30, 1300-1 or std. with a

min. climb of 244' per NM until 6700.

#### COLORADO SPRINGS, CO

CITY OF COLORADO SPRINGS MUNI TAKE-OFF MINIMUMS: Rwv 30, 600-2 or std, with a

min. climb of 220' per NM to 6900. DEPARTURE PROCEDURE: Rwys 12.171, 17R turn left. Rwvs 30.35L.35R, turn right. All aircraft climb

direct BRK VORTAC, Aircraft departing on BRK R-325 CW R-153 climb on course. Aircraft departing BRK R-154 CW R-324 climb in BRK holding pattern (NW. left turns 154° inhound) to cross BRK VORTAC at or

above 14000.

#### CORTEZ, CO

#### CORTEZ MUNI

TAKE-OFF MINIMUMS: Rwv 3. 300-2 or std. w/min. climb of 220' per NM to 6300. Rwv 21, 1000-2. DEPARTURE PROCEDURE: Rwv 3. left turn.

Rwy 21, right turn, climbing direct to CEZ VOR. Aircraft northwestbound V391 continue climb on course to 9800 or above: southeastbound V391, V211, and direct HBU VOR/DME, continue climb on R-295 to 8000, left climbing turn to recross CEZ VOR at or above 9400. Aircraft enroute HBU VOR/DME and able to climb 230' per NM to 15000 may climb on course (CEZ R-034) to

16300 or above. NOTE: Rwy 3, tree 1.7 NM from departure end of runway, 2964' left of centerline, 6096 AGL/6196 MSL.

#### CRAIG, CO

#### CRAIG-MOFFAT

TAKE-OFF MINIMUMS: Rwvs 7.25, 800-114, or std. with a min. climb of 400' per NM to 7000.

DEPARTURE PROCEDURE: Rwys 7,25, climb direct CHE VOR/DME and hold (W, right turns, 108° inbound) climbing to: aircraft departing CHE R-213 CW R-296 depart on course; all others continue climbing to cross CHE at or above: CHE R-076 CW R-114 10500, R-115 CWR-21211300, and R-297 CWR-07611300.

#### **DEMING. NM** DEMING MUNI

TAKE-OFF MINIMUMS: Rwv 4. NA DEPARTURE PROCEDURE: WESTBOUND: Rwv 8. climbing left turn heading 214°: Rwy 22, climbing right turn heading 302°: Rwy 26, climbing right turn heading 275°: intercept DMN VORTAC R-258 then via V94 on course FASTBOUND: Rwv 8, climb direct DMN VORTAC: Rwys 22, 26, climbing right turn direct DMN VORTAC: then via V94 on course, NORTHROLIND: Rwv 8. climb direct DMN VORTAC: Rwvs 22, 26. climbing right turn direct DMN VORTAC: then via V110 on course



### TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

CENTENNIAL (APA)

DENVER CO

AMDT 4 08213 (FAA) TAKE-OFF MINIMUMS: Rwv 17L, std, w/min, climb of

253' per NM to 6900. Rwy 17R. std. w/min. climb of 370'

DEPARTURE PROCEDURE: Rwv 10, when departing on course between 159° CCW to 330° from departure end of runway climb heading 100° to 6300. All other courses: climbing left turn heading 326° to intercept DEN VOR/DME R-191 to DEN VOR/DME thence Rwys 17L, 17R, climb on a heading between 346° CW to 159° from departure end of runway. All other courses: climbing left turn heading 331° to intercept DEN VOR/ DME R-196 to DEN VOR/DME, thence ... Rwy 28, climb on a heading between 330° CW to 100° from departure end of runway. All other courses: climbing right turn heading 072° to intercept DEN VOR/DME R-207 to DEN VOR/DME, thence ... Rwy 35L, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 346° to intercent DEN VOR/DME R-208 to DEN VOR/DME, thence ... Rwv 35R, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 347° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ...

... Climb in DEN VOR/DME holding pattern (hold south. right turns, 340° inbound) to 16500 before proceeding on

NOTE: Rwy 10, terrain beginning 238' from departure end of runway, 30' right of centerline, up to 5859' MSL. Fences beginning 1211' from departure end of runway. 233' right of centerline, up to 8' AGL/5841' MSL. Multiple bushes beginning 1378' from departure end of runway, 284' right of centerline, up to 6' AGL/5840' MSL. Multiple roads with vehicles beginning 198' from departure end of runway, 404' left of centerline, up to 15' AGL/5835' MSL, Terrain 1357' from departure end of runway, 253' left of centerline, 5829' MSL, Rwy 17L. multiple trees beginning 2968' from departure end of runway, 761' right of centerline, 100' AGL/5976' MSL. Rwy 17R, terrain 181' from departure end of runway, 496' right of centerline, 5887' MSL. Fence 538' from departure end of runway, 196' right of centerline, 8' AGL/ 5889' MSL. Multiple trees beginning 562' from departure end of runway, 61' right of centerline, up to 16' AGL/5976' MSL. Multiple light poles beginning 2362' from departure end of runway, 256' right of centerline, up to 30' AGL/5942' MSL. Vehicles on roads beginning 2812' from departure end of runway, on centerline, up to 17' AGL/5946' MSL. Obstruction light on building 3282' from departure end of runway, 842 feet right of centerline, 90' AGL/6021' MSL, Rwv 28, terrain beginning 89' from departure end of runway, from 513' left to 137' right of centerline, up to 5849' MSL. Windsock 100' from departure end of runway, 183'left of centerline, 15' AGL/5832' MSL. Multiple trees beginning 1640' from departure end of runway, 731' left of centerline, up to 100' AGL/5959' MSL. Rwy 35L, terrain beginning 54' from departure end of runway, 110' right of

centerline, up to 5829' MSL.

#### DENVER, CO (CON'T) DENVER INTL (DEN)

AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: Rwy 7, climbon a heading between 312° CW to 215° from departure end of runway All other courses: climbing right turn, thence Rwv 8, climb on a heading between 307° CW to 218° from departure end of runway. All other courses: climbing right turn, thence ... Rwys 16L. 16R. climb on a heading between 210° CCW to 350° from departure end of runway. All other courses: climbing left turn, thence... Rwys 17L, 17R, climb on a heading between 219° CCW to 350° from departure end of runway. All other courses: climbing right turn, thence ... Rwv 25, climb on a heading between 314° CW to 080° or 203° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... Rwy 26, climb on a heading between 310° CW to 080° or 216° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... Rwys 34L, 34R, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing right turn, thence ... Rwvs 35L.35R. climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...

...direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: Rwv 8, multiple trees beginning 115' from departure end of runway, 444' right of centerline, up to 100' AGL/5389' MSL, Rwv 16L, tower 4722' from departure end of runway, 1359' left of centerline, 153' AGL/5473 MSL. Antenna on obstruction light tower 4746' from departure end of runway, 1358' left of centerline, 153' AGL/5473' MSL. Rwy 17L, multiple trees beginning 247' from departure end of runway, 543' right of centerline, up to 100' AGL/5489' MSL. Rwy 17R, multiple trees beginning 1457' from departure end of runway, 759' right of centerline, up to 100' AGL/5529' MSL. Rwy 25, multiple trees beginning 303' from departure end of runway, 557' right of centerline, up to 100' AGL/5439' MSL. Rwy 34L, multiple trees beginning 273' from departure end of runway, 537' right of centerline, up to 100' AGL/5399' MSL, Rwv 34R. multiple trees beginning 471' from departure end of runway, 580' right of centerline, up to 100' AGL/5449' MSL. Rwy 35L, terrain beginning 149' from departure end of runway, 34' right of centerline, up to 5414' MSL.



### TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### DENVER, CO (CON'T) FRONT RANGE (FTG)

AMDT 2 08213 (FAA)

DEPARTURE PROCÉDURE: Rwv 8 climb on a heading between 310° CW to 225° from departure end of runway. All other courses: climbing left turn thence Rwv 17.

climb on a heading between 350° CW to 226° from departure end of runway. All other courses: climbing

right turn, thence ... Rwy 26, climb on a heading between

311° CW to 080° or between 224° CCW to 080° from departure end of runway. All other courses: climbing

right turn, thence ... Rwy 35, climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...

... Direct DEN VOR/DME, climb in DEN VOR/DME

holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course. NOTE: Rwv 17, multiple trees beginning 247' from departure end of runway, 534' left of centerline, up to 50' AGL/5629' MSL. Multiple trees beginning 293' from departure end of runway, 555' right of centerline, up to

50' AGL/5599' MSL. Pole 3618' from departure end of runway, 516' left of centerline, 92' AGL/5603' MSL. Rwy 26, multiple trees beginning 255' from departure end of runway, 317' left of centerline, up to 50'AGL/5499' MSL. Multiple trees beginning 272' from departure end of runway, 498' right of centerline, up to 50' AGL/5479' MSI

#### ROCKY MOUNTAIN METROPOLITAN (BJC) AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: Rwy 29L, 200-1 or std. w/min. climb of 402' per NM to 5900. DEPARTURE PROCEDURE: Rwv 2. climb on a

heading between 350° CW to 160° from departure end of runway. All other courses: climbing right turn heading 147° to intercept DEN VOR/DME R-282 to DEN VOR/ DME, thence ... Rwvs 11L, 11R, climb on a heading between 160° CCW to 350° from departure end of runway. All other courses: climb heading 113° to intercept DEN VOR/DME R-272 to DEN VOR/DME. thence ... Rwy 20, climb on a heading between 160° CCW

to 024° from departure end of runway. All other courses: climbing left turn heading 044° to intercept DEN VOR/ DME R-269 to DEN VOR/DME, thence ... Rwy 29R, climb on a heading between 350° CW to 113° from departure end of runway. All other courses: climbing right turn heading 142° to intercept DEN VOR/DME R-277 to DEN VOR/DME, thence ... Rwv 29L, climb on a heading between 350° CW to 113° from departure end of runway. All other courses: Climbing right turn heading 142° to intercept DEN VOR/DME R-276 to DEN VOR/

DME, thence ... ... climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on NOTE: Rwy 2, pole 432' from departure end of runway,

370' right of centerline, 49' AGL/5619' MSL. Rwy 29L, terrain beginning 45' from departure end of runway 292' left of centerline, up to 5839' MSL. Fence 1015' from

departure end of runway 392' left of centerline, 15' AGL/ 5725' MSL. Fence 982' from departure end of runway 303' left of centerline, 14' AGL/5714' MSL. Multiple trees beginning 687' from departure end of runway 615' right of centerline up to 70° AGL/5839° MSL. Tree 3196° from departure end of runway 1337' left of centerline, 70' AGL/5839'MSL.

#### DURANGO, CO DURANGO-LA PLATA COUNTY (DRO)

AMDT 6A 09015

TAKE-OFF MINIMUMS: Rwv 3. std. w/a min. climb of

215' per NM to 7600, or 1700-3 for climb in visual

conditions. DEPARTURE PROCEDURE: Rwv 3, climbing right turn

to 9000 heading 160° and DRO VOR/DME R-125 to RESER INT or for climb in visual conditions: Cross Durango-La Plata County Airport Southeast bound at or above 8200 MSL, then proceed on DRO VOR/DME R-125 to RESER INT. Rwy 21, climbing right turn to 9500

heading 280° and DRO VOR/DME R-235 to MARKE NOTE: Rwv 3, trees beginning 1223' from departure end of runway, 794' left of centerline, up to 42' AGL/6741' MSL. Trees beginning 488' from departure end of runway, 431' right of centerline, up to 42' AGL/6698'

MSL, vehicles on road beginning 8' from departure end of runway, right and left of centerline, up to 15' AGL/ 6706'MSL

#### EAGLE, CO

EAGLE COUNTY RGNL (EGE) AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: use GYPSUM DEPARTURE.

#### ERIE.CO

ERIE MUNI TAKE-OFF MINIMUMS: Rwv 15, 500-2 or std. with a

min, climb gradient of 270' per NM to 5700. DEPARTURE PROCEDURE: Rwys 9,15, turn right; Rwys 27.33, turn left: climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns 203° inbound) to cross BJC VOR/DME at or above 13300, or comply with RADAR vectors.

#### **FARMINGTON. NM**

FOUR CORNERS RGNL TAKE-OFF MINIMUMS: Rwvs 11.29. NA.

DEPARTURE PROCEDURE: Rwy 5, climb runway heading to 6300 before turning left, Rwv 23, climb runway heading to 6500 before turning left.

#### FORT COLLINS, CO

AGL/4995' MSL.

FORT COLLINS-LOVELAND MUNI (FNL) AMDT 5 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 6.24. NA-VFR runway. DEPARTURE PROCEDURE: Rwy 15, climb on heading between 117° CCW to 329° from departure end of runway. All other courses: climbing left turn heading

017° to intercept GLL VORTAC R-242 to GLL VORTAC, thence...Rwy33, climb on heading between 323° CW to 148° from departure end of runway. All other courses: climbing right turn heading 122° to intercept GLL VORTAC R-257 to GLL VORTAC, thence.. ...climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on

course. NOTE: Rwy 33, multiple trees beginning 833' from departure end of runway, 516' right of centerline, up to 66' AGL/5025' MSL. Multiple poles beginning 567' from departure end of runway, 540' left of centerline, up to 26'



#### GALLUP, NM GALLUP MUNI

TAKF-OFF MINIMUMS: Rwv 6. CAT A,B 1300-2 or std. with a min, climb of 300' per NM until passing 8000. CATC D 1600-3 or std with a min\_climb of 320' per

NM until passing 8500, Rwy 24, 700-2 or std. with a min. climb of 370' per NM until passing 8000 DEPARTURE PROCEDURE: Rwv 6. turn left.

All aircraft climb direct GUP VORTAC. Departures via GUP R-190 CW R-242 climb on course. Departures via GUP R-243 CW R-189 climb in GUP holding pattern (SW, right turns, 047° inbound) to cross GUP at or above 9000.

#### **GRAND JUNCTION. CO**

GRAND JUNCTION RGNL (GJT)

AMDT 11 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 4. NA-obstacles. Rwv 22. NA-obstacles, facility reception (JNC VORTAC). DEPARTURE PROCEDURE: Rwys11, 29, use MONIJMENT DEPARTURE

#### **GRANTS. NM**

GRANTS-MILAN MUNI

TAKE-OFF MINIMUMS: Rwv 13, 2400-2 or std. with a min. climb of 420' per NM to 11000. Rwy 31, NA. DEPARTURE PROCEDURE: Rwv 13. climb runwav heading to join V12 at or above 11000 before proceeding on course.

#### **GREELEY.CO**

GREELEY-WELD COUNTY (GXY)

AMDT 3 08241 (FAA)

DEPARTURE PROCEDURE: Rwv 9. climb on a heading between 289° CW to 211° from departure end of runway. All other courses: climbing left turn, thence... Rwv 16. climb on a heading between 209° CCW to 347° from departure end of runway. All other courses: climbing left turn, thence...Rwy 27, climb on a heading between 291° CW to 094° or 206° CCW to 094° from departure end of runway. All other courses: climbing right turn. thence... Rwv 34, climb on a heading between 290° CW to 166° from departure end of runway. All other courses: climbing right turn, thence...

...direct GLL VORTAC, climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: Rwv 27, tree 1634' from departure end of runway. 836' left of centerline, 56' AGL/4717' MSL, fence 237 from departure end of runway, 422' right of centerline, 9' AGL/4670' MSL, fence 99' from departure end of runway. 423' left of centerline, 4' AGL/4665' MSL, Rwv 34, multiple trees beginning 1860' from departure end of runway, 595' right of centerline, up to 67' AGL/4785' MSL, tree 2854' from departure end of runway, 524' left of centerline, 73' AGL/4770' MSL.

#### GUNNISON, CO GUNNISON-CRESTED BUTTE RGNI

TAKE-OFF MINIMUMS: Rwv 6 1600-3 or 600-2 with a

min, climb of 550' per NM to 9500, Rwy 24, 1200-3 or 400-2 with a min. climb of 350' per NM to 9500. Rwvs 17.35. NA.

DEPARTURE PROCEDURE: Rwv 6 at departure end of runway climb heading 072° to 9500 then climbing right turn direct HBU VOR/DME. Aircraft unable to maintain 550' per NM must maneuver visually to depart the 11 DME fix inbound to the HBU VOR/DME on the HBU R-062 at or above 9200, Rwy 24, climb runway heading to 8400 then climbing left turn direct HBU VOR/DME. Aircraft unable to maintain 350' per NM must maneuver visually to depart the 4 DMF fix inbound to the HBLL VOR/DME on the HBU R-010 at or above 8800. All aircraft continue climbing in HBU holding pattern (SW, left turns, 031° inbound) to depart HBU VOR/DME atorabove: R-261 CW R-280, 10800; R-281 CW R-189 and R-191 CW R-260, 13000; R-190, 12500.

#### HAYDEN, CO

YAMPA VALLEY (HDN)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: Rwv 10, std, w/min, climb of 400' per NM to 12200, or 3200-3 for climb in visual conditions. Rwy 28, std. w/min, climb of 245' per NM to 9500, or 3200-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 10, climb on heading

147° to 12200 before proceeding on course. Rwy 28. climb on heading 238° to 9500 before proceeding on course. Rwvs 10, 28, for climb in visual conditions: cross Yampa Vallev airport at or above 9700 before proceeding on course

NOTE: Rwy 10, tree 241' from DER, 420' right of centerline, 100' AGL/6699' MSL, Tree 644' from DER. 340' left of centerline, 100' AGL/6699' MSL, Multiple transmission towers, beginning 3606' from DER, left to right of centerline, up to 145' AGL/6745' MSL. Terrain. beginning 1714' from DER, 707' right of centerline, up to 6676' MSL.



#### HOBBS, NM

#### LEA COUNTY RGNL

TAKE-OFF MINIMUMS: Rwv 8, std. w/amin\_climb of 218' per NM to 4300, or alternatively, with standard

takeoff minimums and a normal 2001/NM climb gradient

takeoff must occur no later than 1600' prior to departure end of runway

NOTE: Rwv 3. multiple trees beginning 546' from departure end of runway, 811' right of centerline, up to

40' AGL/3700' MSL Sign 822' from departure end of

runway, 694' left of centerline, 38' AGL/3676' MSL. Rwy 8. tower 3 NM from departure end of runway, 2587' right of centerline 515' AGI /4120' MSI Rwv 12, road at

departure end of runway, 112' right of centerline, 15 AGL/3654 MSL. Rwv 17. obstruction light on glideslope, 1014' from departure end of runway, 486'

right of centerline, 37' AGL/3687' MSL, Rwv 21, tree 1304' from departure end of runway, 726' right of centerline, 46' AGL/3690' MSL, Rwy 26, road 253' from departure end of runway, across centerline, 15' AGL/

3669' MSL. Rwv 30, wind sock 103' from departure end of runway, 280' left of centerline, 16' AGL/3675' MSL. pole 1035' from departure end of runway 540' right of centerline. 25' AGL/3689' MSL. Rwy 35, multiple fences, roads and poles beginning 103' from departure end of runway, across centerline, up to 37' AGL/3696' MSL. pole 299' from departure end of runway, 495' left of centerline, 25' AGL/3689' MSL, pole 293' from

departure end of runway, 94' right of centerline, 25' AGL/

#### HOLLOMAN AFB (KHMN).

ALAMOGORDO, NM . . . . . ORIG. 08101

Rwv7.NA Rwy16,8000-3\*

Rwy 22, 8000-3\*\*

3682'MSL.

Rwv 25.8000-3\*

Rwy 34, 8000-3\*\*\* \* Or standard with minimum climb of 510/NM to 14.100.

\*\* Or standard with minimum climb of 470/NM to 14.100. \*\*\* Or standard with minimum climb of 490/NM to 14,100.

Rwy 16, 22, 25, 34, RADAR REQUIRED (when R-5103C not under Holloman Approach or Cherokee control).

TAKE-OFF OBSTACLES: Rwy 16, Terrain 4052' MSL 46' from DER, 512' left of centerline: Terrain 4052' MSL.

16' from DER, 500' left of centerline: Terrain 4052' MSL. 12' from DER, 503' left of centerline: Vehicle on road 15'

AGL/4180' MSL, 589' from DER, 1170' right of centerline; Building 17' AGL/4070' MSL, 67' from DER, 283' right of centerline. Rwy 22, Terrain 4058' MSL, 4' from DER, 63' left of centerline; Terrain 4060' MSL, 127' from DER, 534' right of centerline: Terrain 4059' MSL.

0' from DER, 500' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1963' from DER, 422' right of centerline: Vehicle on road 10' AGL/4190' MSL, 1977' from DER, 90' right of centerline. Rwy 25, Vehicle on road 10' AGL/4190' MSL, 4387' from DER, 14' left of centerline; Vehicle on road 10' AGL/4190' MSL, 4225' from DER, 303' left of centerline: Vehicle on road 15' AGL/4190' MSL, 1812' from DER, 1464' left of centerline.

#### HOLYOKE, CO HOLYOKE

NOTE: Rwv 14. trees 2012' from departure end of

runway, 29' left of centerline, 100' AGL/3829' MSL, Rwy 32, trees 1009' from departure end of runway 697' left of centerline, 100' AGL/3839' MSL.

#### KREMMLING, CO MC ELROY AIRFIELD

TAKE-OFF MINIMUMS: Rwv 9, 2600-2 or std. with a

min, climb of 370' per NM to 12700, Rwy 27, 3200-2 or std with a min\_climb of 500' per NM to 12700 DEPARTURE PROCEDURE: Rwv 9. climb runwav heading to 10000, then climbing right turn. Rwy 27, climb runway heading to 10900, then climbing left turn. All aircraft proceed direct RLG VOR/DME. Continue climb to 13 000 in RLG holding pattern (hold SW, left turns, 051° inbound).

#### LA JUNTA, CO LA JUNTA MUNI

DEPARTURE PROCEDURE: Rwv 8. climb via heading 080°, Rwy 12, climb via heading 120°, Rwy 26, turn left heading 160°. Rwv 30, turn left heading 140°. All aircraft, intercept LAA R-238 (V210) to LAA VORTAC. When at or above 8000 proceed on course.

#### LAMAR, CO

LAMAR MUNI

DEPARTURE PROCEDURE: Rwys 8,36, turn left. Rwv 18. turn left/right, Rwv 26. turn right, Direct LAA VORTAC. Aircraft departing LAA R-048 CW R-118 climb on course. All others continue climbing in LAA holding pattern (N. right turns, 169° inbound) to 6000 before proceeding on course.

#### LAS CRUCES, NM LAS CRUCES INTL

DEPARTURE PROCEDURE: Rwvs 4, 8, climbing

right turn. Rwy 12, CATA, B, climb runway heading CATC,D, NA. Rwys 22, 26, climbing left turn. Rwy 30, climbing runway heading to 5100 then climbing left turn. All aircraft climb direct HAWKE LOM, Continue climb in HAWKE holding pattern (SE, left turns, 304° inbound) to cross HAWKE LOMator above 10000 before proceeding on course.

#### LAS VEGAS. NM

LAS VEGAS MUNI

DEPARTURE PROCEDURE: Rwys 2, 14 turn left/right. Rwy 20, turn left (except via FTIR-215). Rwy 32, turn

Departures via FTI VORTAC R-001 CW R-215 climb on course. Departures via FTI VORTAC R-216 CW R-360 proceed direct FTI VORTAC. Climb in FTI

VORTAC holding pattern (hold north, left turn, 192° inbound) to cross FTI at airway MEA/MCA. (NOTE: climb in hold not authorized for turboiet aircraft)

#### LEADVILLE, CO

LAKE COUNTY (LXV) AMDT 2 08101 (FAA)

DEPARTURE PROCEDURE: Rwv 16, use LOZUL (RNAV) DEPARTURE. Rwy 34, use DAVVY (RNAV)





### TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



#### LONGMONT, CO VANCE BRAND

TAKE-OFF MINIMUMS: Rwv 11, 300-1 or std. with a

min. climb of 250' per NM until passing 5400. Rwy 29, CATA B 1900-3 or std. with a min. climb of

380' per NM until passing 7000, CAT C.D NA. DEPARTURE PROCEDURE: Comply with RADAR vectors, or: Rwvs 11.29, turn right climb direct BJC VOR/DME, Departures on BJC R-340 CW R-150 climb on course. All others climb in B.IC, holding

pattern (NE, left turns, 203° inbound) to cross BJC VOR/DME at or above 13300.

NOTE: Climb in holding NA for turboiet aircraft.

#### LOS ALAMOS, NM

LOSALAMOS

TAKE-OFF MINIMUMS: Rwv 27. NA-obstacles and airport restriction

DEPARTURE PROCEDURE: Rwv 9. climb via heading 092° until intercepting SAF VORTAC R-354. Northbound proceed via V83 climbing to 11000. Southbound proceed via V83 at 9000

#### LOVINGTON, NM

LEA COUNTY-ZIP FRANKLIN MEMORIAL

DEPARTURE PROCEDURE: Rwv 3, climb runwav heading to 4700 before turning on course. Rwy 12, 35' AGL powerline 1250' from departure end of runway 150' right of centerline. Rwv 21, 40' AGL tower 936' from departure end of runway 273' right of centerline. Rwv 30, 50' AGL windmill 1800' from departure end of runway 50' right of centerline.

#### MEEKER.CO

MFFKFR (FFO)

AMDT 1 08157

TAKE-OFF MINIMUMS: Rwys 3,21,4100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwvs 3, 21, for climb in visual conditions: cross Meeker Airport at or above 10500 before proceeding on course.

NOTE: Rwv 21, multiple trees beginning 843' from departure end of runway, 20' left of centerline, up to 100' AGL/7190' MSL. Multiple trees beginning 227' from departure end of runway, 187' right of centerline. up to 100' AGL/6862' MSL.

#### MONTE VISTA, CO

MONTE VISTA MUNI

DEPARTURE PROCEDURE: Rwv 2, climbing right turn, Rwy 20, climbing left turn. All aircraft, climb direct ALS VORTAC, continue climb in ALS holding pattern (SE, right turns, 301° inbound) to cross ALS VORTAC at or above 11,000, except V210 westbound 11.200 and J102 northeastbound 13.700, before proceeding enroute.

#### MONTROSE, CO

MONTROSE RGNL (MTJ)

AMDT 4 09127 (FAA)

DEPARTURE PROCEDURE: Use MONTROSE DEPARTURE.

#### NUCLA, CO HOPKINS FIELD

TAKE-OFF MINIMUMS: Rwvs 11.29. NA-environmental DEPARTURE PROCEDURE: Rwys 5, 23, use NUCLA (RNAV) DEPARTURE.

#### PAGOSA SPRINGS, CO

STEVENS FIELD (PSO)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: Rwv 1, std, w/min, climb of 437 per NM to 9600, or 1900-3 for climb in visual conditions. Rwv 19, std. w/min\_climb of 296' per NM to 9300, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 1, climbing right turn via heading 216° to intercept DRO VOR/DME R-066 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSI

then via DRO VOR/DME R-066 to DRO VOR/DME .... Rwv 19, climb via heading 194° to intercept DRO VOR/ DMF R-075 to DRO VOR/DMF for climb in visual

conditions cross Stevens Field airport south bound at or above 9400 MSI, then via DRO VOR/DMF R-066 to DRO VOR/DME ... thence cross DRO VOR/DME at MEA/MCA for direction of flight before proceeding on course.

NOTE: Rwy 1, terrain beginning 30' from departure end of runway, 53' left of centerline, up to 7697' MSL, Terrain beginning 127' from departure end of runway, 69' right of centerline, up to 7681' MSL. Multiple trees beginning 940' from departure end of runway, left and right of centerline, up to 100' AGL/7739' MSL. Rwy 19, multiple trees beginning 664' from departure end of runway, 156' left of centerline, up to 100' AGL/7693' MSL. Multiple trees beginning 1625' from departure end of runway, 5' right of centerline, up to 100' AGL/7698' MSL.





# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

#### PLIERI O MEMORIAI (PLIB)

AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 300-1% or standard w/

PUFBLO, CO

a min, climb of 254' per NM to 5200. DEPARTURE PROCEDURE: Rwv 81 . climb heading

077° to 5500, then climbing left turn via heading 210° and PUBR-040 to PUB VORTAC continue climb in PUB VORTAC holding pattern (hold NE\_right turns\_244° inbound) to cross PUB VORTAC at or above MEA for route of flight Rwy 8R, climb heading 077° to 5400, then climbing left turn via heading 210° and PUBR-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. Rwv 17. climb heading 167° to 5800, then climbing left turn via heading 050 and PUBR-180 to PUB VORTAC. continue climb in PUB VORTAC holding pattern (hold NE right turns 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. Rwy 26L, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. Rwy 26R, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight Rwy 35, climb heading 347° to 5200, then climbing right turn via heading 150° and PUB R-360 to PUB VORTAC. continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight

NOTE: Rwv 8L, rising terrain 57' from DER, 123' left of centerline, up to 4649' MSL, Rwv 8R, rising terrain 180' from DER, 58' left of centerline, up to 4659' MSL Rwy 26L, rising terrain 110' from DER, 182' right of centerline, up to 4659' MSL, rising terrain 128' from DER, 122' left of centerline, up to 4659' MSL. Rwy 26R, rising terrain 208' from DER, 446' right of centerline, up to 4679' MSL. Rwy 35, rising terrain 2' from DER, 7'left of centerline, up to 4749' MSL, rising terrain 196' from DER, 11' right of centerline, up to 4793' MSL. transmission poles 1.1 NM from DER, 703' right of centerline, 46' AGL/4925' MSL, radar reflector 996' from DER, on centerline, 4' AGL/4757' MSL.

#### RATON, NM

RATON MUNI/CREWS FIELD

DEPARTURE PROCEDURE: When weather below 1500-2: Rwys 2.7, climb on CIMR-040 northeastbound to 8000, then on course to assigned altitude, Rwvs 20.25. climb on CIM R-040 southwestbound to 8000, then on course to assigned altitude.

#### RIFLE, CO GARFIELD COUNTY RGNL (RIL)

AMDT 8 08157

TAKE-OFF MINIMUMS: Rwv 8, std, w/a min, climb of

369' per NM to 12400 or 5400-3 for climb in visual DEPARTURE PROCEDURE: Rwv 8. DMF required

Climb via RIL R-081 to ZOBAK/10 DME, then climbing left turn direct RIL VOR/DMF Climb in RIL VOR/DMF holding pattern (Hold E. right turn, 263° inbound) to cross RIL VOR/DME at or above MEA/MCA before proceeding enroute, or for climb in visual conditions. cross Garfield County Rgnl Airport at or above 10800 before proceeding on course. Rwv 26, use SQUAT RNAV DEPARTURE.

NOTE: Rwv 8. transmission line towers beginning 1.2 NM from departure end of runway, 437' right of centerline, up to 150' AGL/6069' MSL. Trees beginning 1.9 NM from departure end of runway, 647' right of centerline, up to 100' AGL/5983' MSL. Terrain beginning 124' from departure end of runway, 287' right of centerline, up to 5863'MSI Pole 1083' from departure end of runway 656' right of centerline, 28' AGL/5588' MSL.

#### ROSWELL. NM

ROSWELL INTL AIR CENTER

DEPARTURE PROCEDURE: Rwv 30, climb to 6000 via runway heading to intercept CME R-323, upon reaching 6000 proceed on course. Rwv 35, climbing left turn to 6000 via heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.

#### RUIDOSO. NM

SIERRA BLANCA RGNL

TAKE-OFF MINIMUMS: Rwvs 6.24, 5200-3 or std. with a min, climb of 420' per NM to 12,100'.

DEPARTURE PROCEDURE: Rwy 6, climb at 385' per NM to 9100' direct CEP NDB, continue climb in holding pattern (\*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight, \*Do not exceed 230 kts in holding pattern, Rwv 24, immediate climbing left turn to 9100' direct CEP NDB, continue climb in holding pattern (\*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight, \*Do not exceed 230 kts in holding pattern.

#### SALIDA, CO

HARRIET ALEXANDER FIELD (ANK) ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwys 6, 24, 6800-3 for climb in

visual conditions DEPARTURE PROCEDURE: Rwys 6, 24, For climb in

visual conditions: Cross Harriet Alexander Field at or above 14200 MSL before proceeding on course.

NOTE: Rwy 24, Multiple transmission towers beginning 666' from departure end of runway, 440' right of centerline, up to 73' AGL/7651' MSL. Multiple trees beginning 5455' from departure end of runway, 663' right of centerline, up to 100' AGL/7908' MSL.



#### SANTA FE. NM

SANTA FE MUNI

TAKE-OFF MINIMUMS: Rwv 28 1000-3 or std with a min, climb of 240' per NM until passing 7300 MSL.

Rwys 2.33. Cats Cand D 2900-3 or std with a min.

climb of 330' per NM until 9000 MSL.

DEPARTURE PROCEDURE: Rwvs 2, 10, 33, turn right:

Rwys 20, 28, turn left: Rwy 15, climb runway heading, All aircraft climb direct to SAF VORTAC. Continue

climbing in SAF VORTAC holding pattern (hold SE. right turns, 332° inbound) to cross SAF VORTAC at or

#### SANTA TERESA. NM

DONA ANA COUNTY AT SANTA TERESA

above airway MEA/MCA for direction of flight.

TAKE-OFF MINIMUMS: Rwv 10, std. with a min. climb of 419 per NM to 8400, or 2800-3 for climb in visual conditions. Rwy 28, std. with a min. climb of 358' per NM to 8400, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 10, 28, for climb in visual conditions: cross Dona Ana County at Santa Teresa Airport at or above 6800 before proceeding on

#### SILVER CITY, NM

**GRANT COUNTY** 

TAKE-OFF MINIMUMS: Rwvs 3.8.12.17.21.26.30.35. std with a min. climb of 354' per NM to 9200, or 3800-3 for

climb in visual conditions. DEPARTURE PROCEDURE: Rwvs 3.8.12.17.21.26.30. 35. for climb in visual conditions: cross Grant County

Airport at or above 9200 NOTE: Rwy 3, crane 5007' from departure end of runway, 1056' right of centerline, 200' AGL/5610' MSL, Rwv 8. pole 1.12 NM from departure end of runway, 381 right of

centerline, 30' AGL/5383' MSL, Power line 2,18 NM from departure end of runway, 139' right of centerline. 200' AGL/5520' MSL. Rwy 12, pole 5265' from departure end of runway, 490' right of centerline, 72' AGL/5417' MSL. Rwy 17, pole 1.02 NM from departure end of

runway, 469' left of centerline, 50' AGL/5408' MSL. Rwy 21. multiple bushes beginning from 4556' from departure end of runway, 79' right of centerline, up to 40' AGL/5403' MSL.

#### SOCORRO, NM

SOCORRO MUNI (ONM)

AMDT 3 09239 (FAA)

TAKE-OFF MINIMUMS: Rwvs 6.15.24, NA-terrain. Rwy 33, 200-114 or std. w/min. climb of 216 per NM to 5100, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must

occur no later than 1500' prior to DER. DEPARTURE PROCEDURE: Rwy 33, climbing right turn via heading 030° and ONM VORTAC R-179 to ONM VORTAC, continue climb-in-hold (hold North, right turns, 182° inbound) to cross ONM VORTAC at or

above MEA/MCA for direction of flight. NOTE: Rwy 33, trees beginning 67' from DER, 66' left of centerline, up to 15' AGL/4814' MSL. Trees beginning 436' from DER, 438' right of centerline, up to 15' AGL/

4814' MSL, Tower 4996' from DER, 1161' left of centerline, 147' AGL/4947' MSL. Tower 5851' from DER, 584' right of centerline, 200' AGL/4956' MSL.

#### SPRINGFIELD, CO. SPRINGFIELD MUNI (8V7)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 17, 4900-3 or std. w/a min. climb of 225' per NM to 5000.

NOTE: Rwv 17, tower 15212' from departure end of runway, 2936' right of centerline, 425' AGL/4817' MSL.

STEAMBOAT SPRINGS, CO

#### STEAMBOAT SPRINGS/BOB ADAMS FIELD

TAKE-OFF MINIMUMS: Rwvs 14. 1500-3 or std. with a

min, climb of 610' per NM to 9000. Rwy 32, 1900-3 or std, with a min, climb of 500' per NM to 9000. DEPARTURE PROCEDURE: Rwy 14, turn right heading 220°, intercept BQZ R-172, Rwv 32, turn left direct BQZ VOR/DME. All aircraft climb to 12100 via BQZ R-172 to SBURG Int and hold (S. right turns, 352° inbound).

#### STERLING.CO

STERLING MUNI

DEPARTURE PROCEDURE: Rwys 3,30,33, turn left. Rwvs 12.15.21, turn right climb to 6000 direct toward SNY or AKO VOR/DME before proceeding on course.

#### TAOS. NM

TAOS RGNI

TAKE-OFF MINIMUMS: Rwy 4, 300-1.

DEPARTURE PROCEDURE: Rwy 4, climbing left turn. Rwy 22, climbing right turn, Intercept TAS R-100.

Climbing direct to the TAS VORTAC, continue climb in holding pattern to cross TAS VORTAC at or above the MEA for direction of flight.

#### TELLURIDE, CO

TELLURIDE RGNL (TEX) AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 9, NA-obstacles. Rwy 27, std. w/min. climb of 457' per NM to 10500, or 5300-3 for

climb in visual conditions. DEPARTURE PROCEDURE: Rwy 27, climb to 12000 via heading 273° to intercept the ETLR-096 to ETL VOR/ DME, or for climb in visual conditions: cross Telluride

Airport westbound at or above 14200 via ETL R-095 to ETL VOR/DME. NOTE: All aircraft cross ETL VOR/ DME at or above airway MEA/MCA for direction of flight. NOTE: Rwy 27, trees beginning 203' from departure end of runway, 186' left of centerline, up to 100' AGL/9124' MSL. Trees beginning 281' from departure end of runway, 45' right of centerline, up to 100' AGL/9219' MSL. Obstruction light on post 2' from departure end of runway, 308' left of centerline, 17' AGL/9095' MSL.

Terrain beginning at departure end of runway, left and

#### TRINIDAD, CO

PERRY STOKES

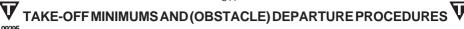
TAKE-OFF MINIMUMS: Rwys 9,27, NA DEPARTURE PROCEDURE: Rwy3, turn left. Rwy21, turn right, direct TAD NDB. Climb in holding to 7600

centerline, 30' AGL/5765' MSL.

right of centerline, up to 9075' MSL.

(N, left turns, 165° inbound). Aircraft departing TAD NDB bearing 330° CW 140° from TAD NDB: climb on course. Aircraft departing TAD NDB bearing 141° CW 329° from TAD NDB: depart at or above 12,500'. NOTE: Rwy 3, tree 180' from departure end of runway, on

9295



#### TRUTH OR CONSEQUENCES, NM TRUTH OR CONSEQUENCES MUNI

#### TAKE-OFF MINIMUMS: 1500-3 or std. with a min. climb

of 500' per NM to 8000. DEPARTURE PROCEDURE: Rwys 19.25.29.31. turn right: Rwvs 1.7.11.13.15.33, turn left, climb direct TCS VORTAC continue climb in holding pattern (N. left turns 180° inhound) to cross TCS VORTAC at above the MEA for direction of flight.

### TUCUMCARI, NM

TUCUMCARI MUNI

DEPARTURE PROCEDURE: All Rwys for SW-bound V-264 climb TCC R-255 within 10 NM to 5500 before departing on course Rwy 21, climb heading 213° to 5500 before proceeding on course. Rwy 26, climb heading 258° to 5500 before proceeding on course

#### WALDEN, CO

WALDEN-JACKSON COUNTY (33V)

ORIG 08157

TAKE-OFF MINIMUMS: Rwys 17, 35, NA-ATC. DEPARTURE PROCEDURE: Rwvs 4.22. Use WALRU RNAV DEPARTURE.

#### WRAY, CO

WRAY MUNI

TAKE-OFF MINIMUMS: Rwy 17, 500-2 or std. with a min. climb of 280' per NM to 4400. DEPARTURE PROCEDURE: Rwy 17, climbing right turn via AKO VOR/DME R-084 to 7000 before proceeding on course. Rwv 35. climbing left turn via AKO VOR/DME R-077 to 7000 before proceeding on COLIFSE NOTE: Rwv 35. trees 2175' left of departure end of

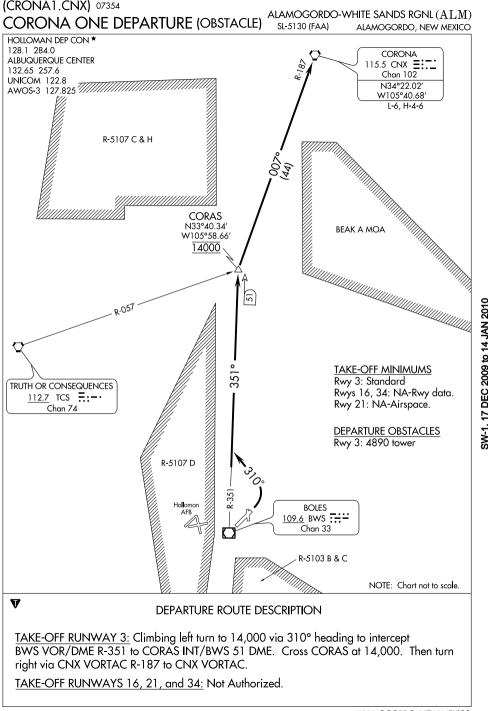
#### **ZUNI PUEBLO. NM**

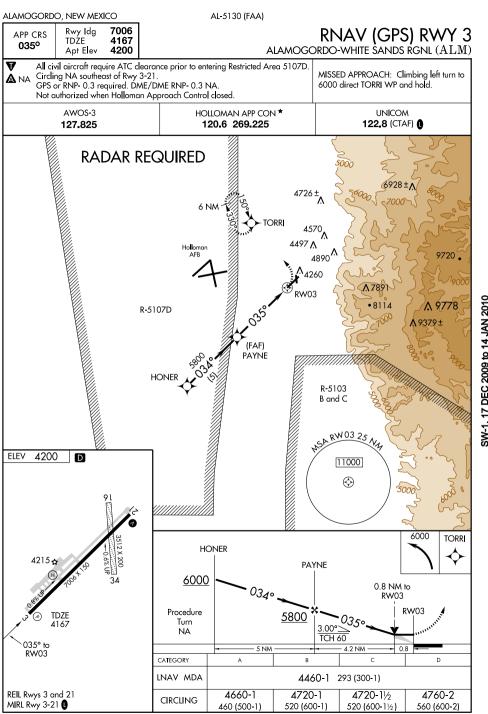
runway, 100' AGL/3778' MSL

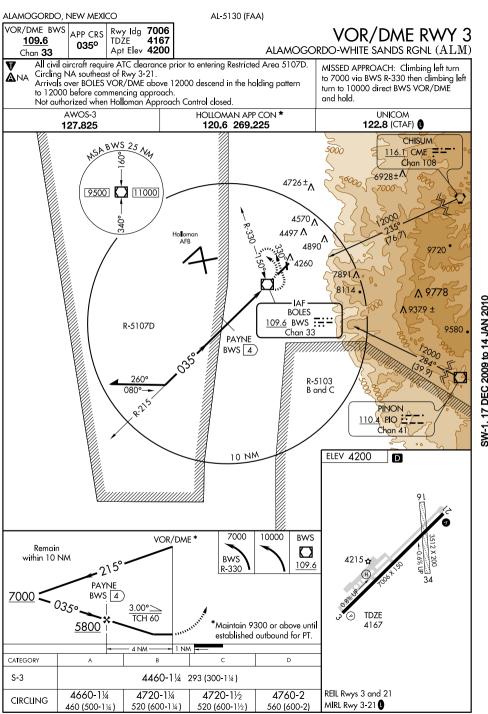
BLACK ROCK

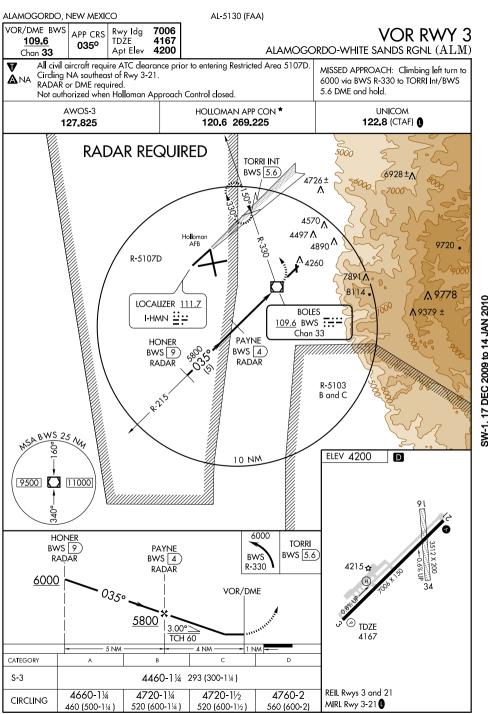
TAKE-OFF MINIMUMS: Rwy 7, 1200-2 or std. with a min. climb of 360 feet per NM to 7600.

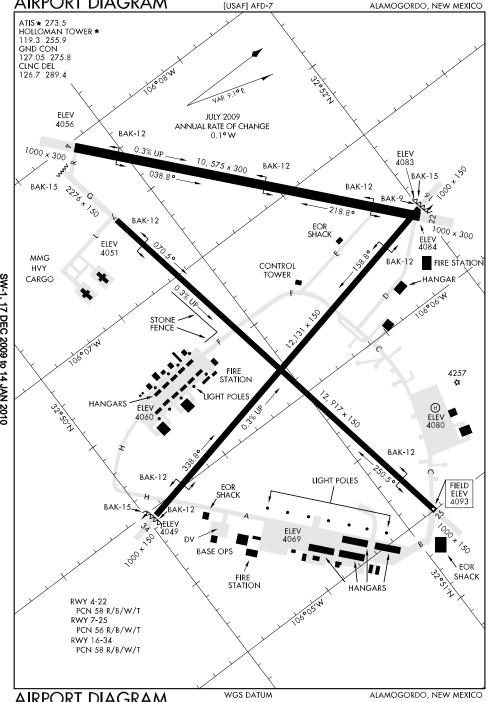
DEPARTURE PROCEDURE: Rwv7. climbing left turn direct ZUN VORTAC. Rwy 25, climb direct ZUN VORTAC.

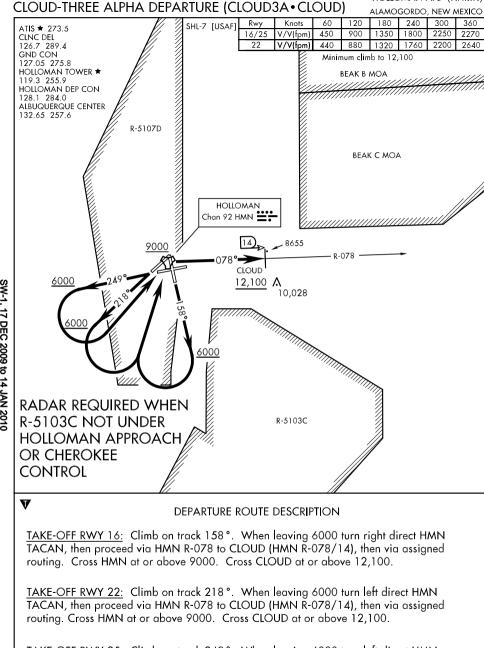








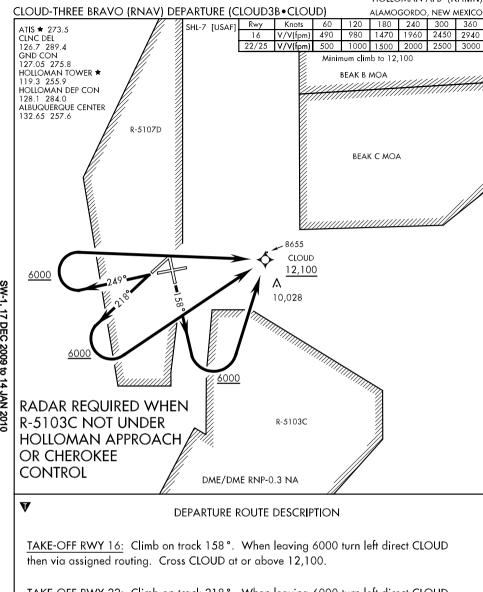




TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn left direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

CLOUD-THREE ALPHA DEPARTURE (CLOUD 3A • CLOUD)

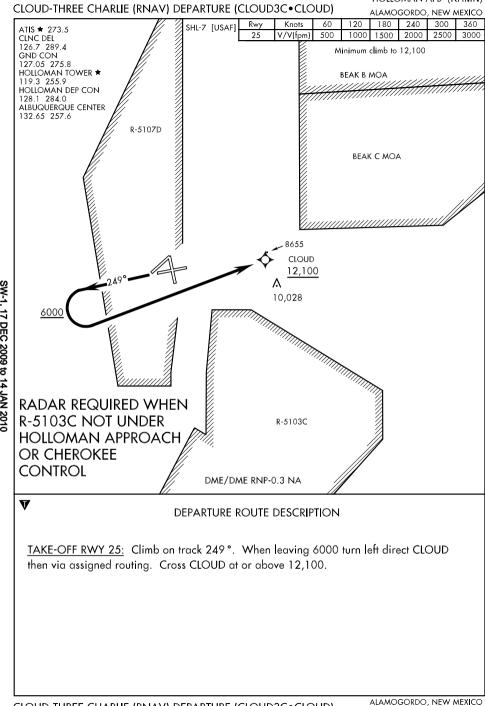
ALAMOGORDO, NEW MEXICO

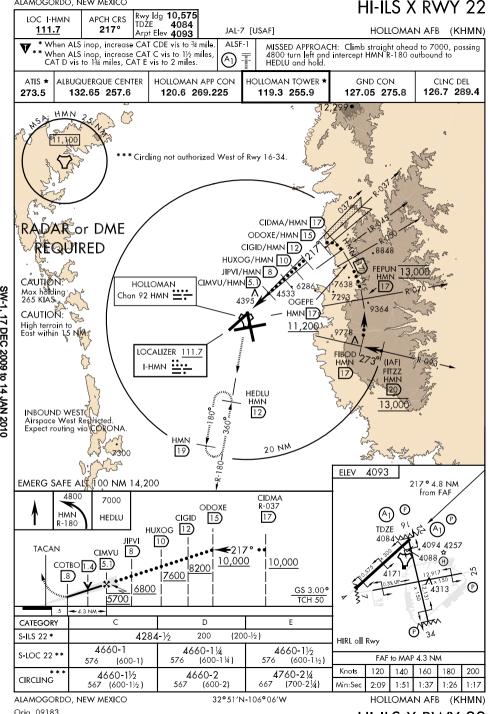


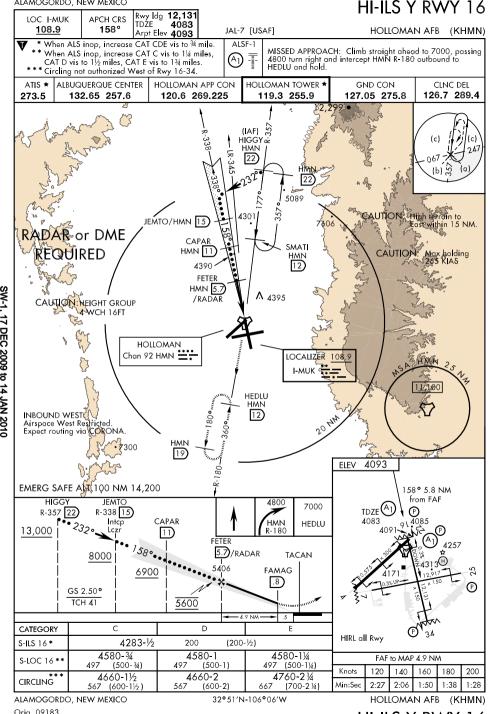
TAKE-OFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct CLOUD

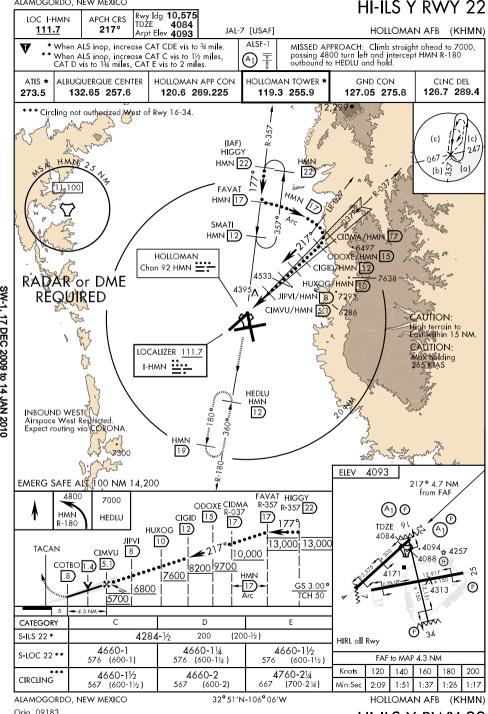
then via assigned routing. Cross CLOUD at or above 12,100.

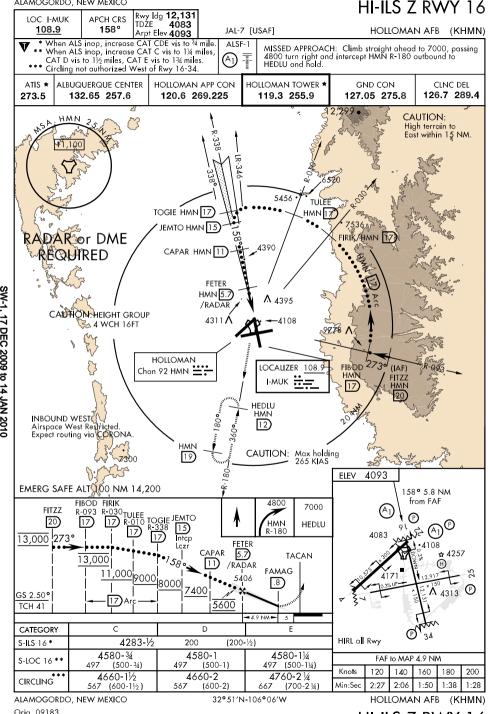
TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn right direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

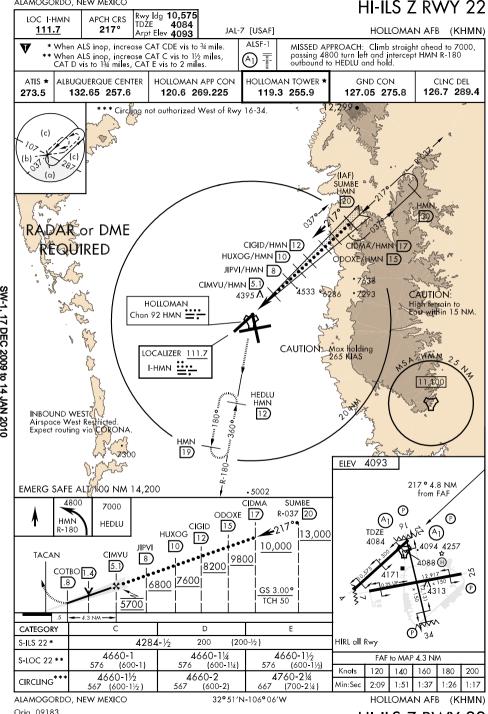


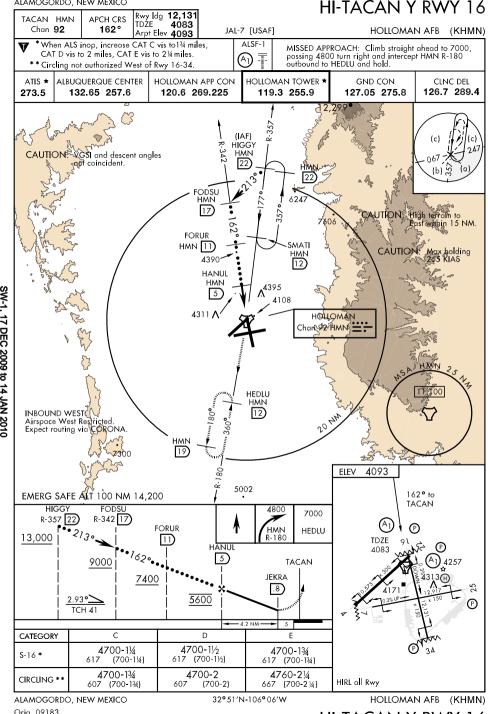


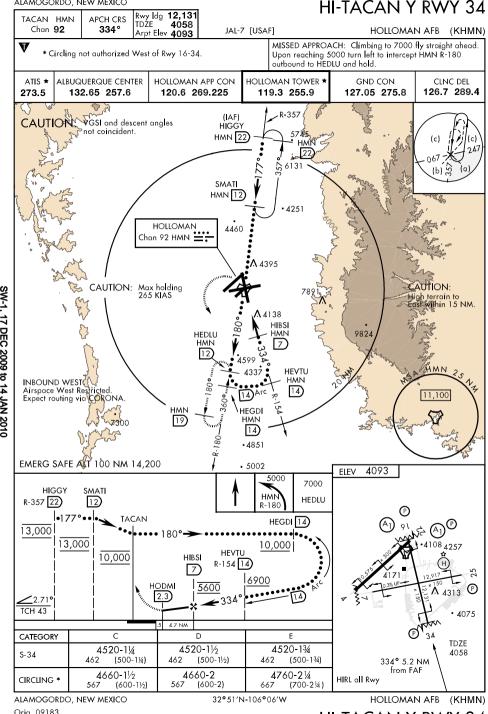


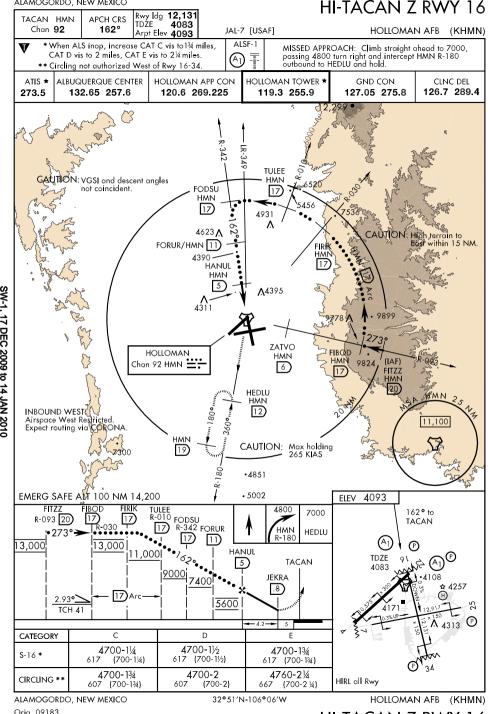


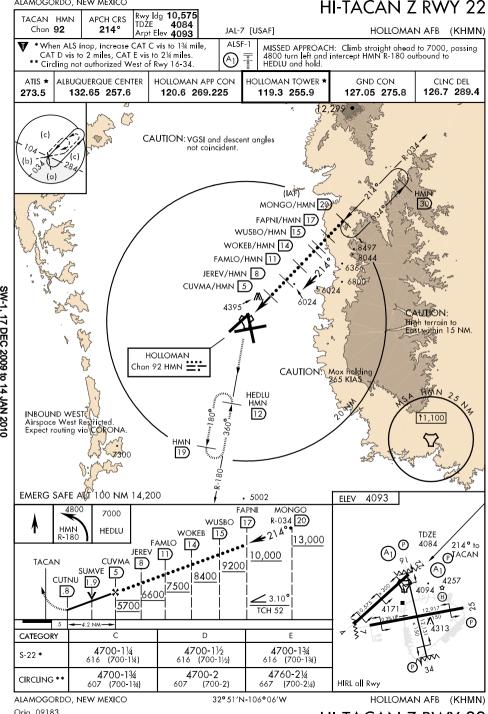


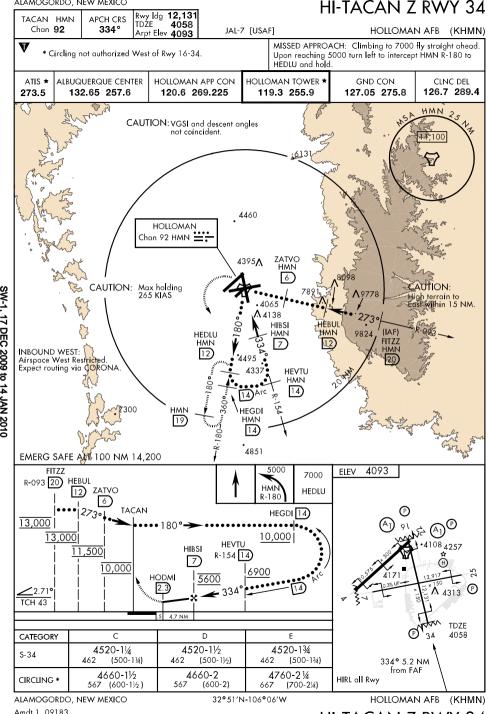


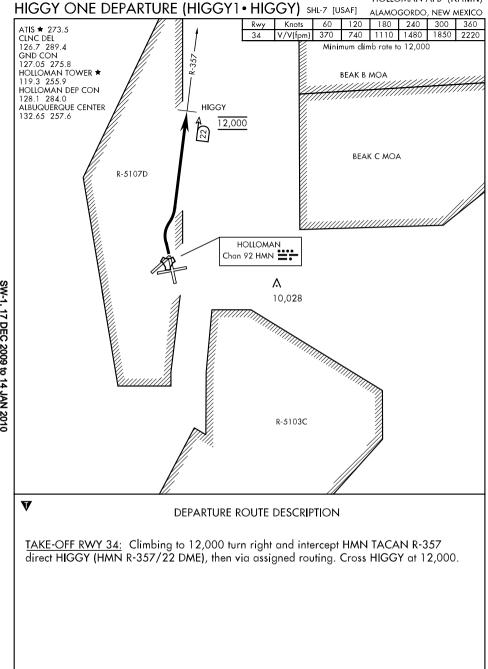


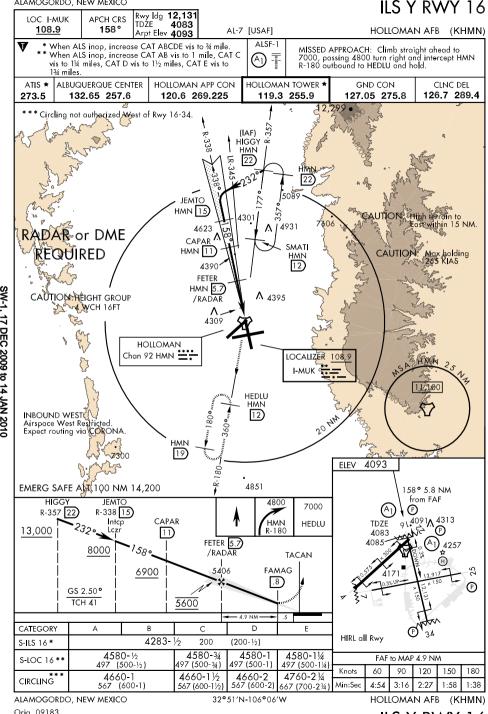


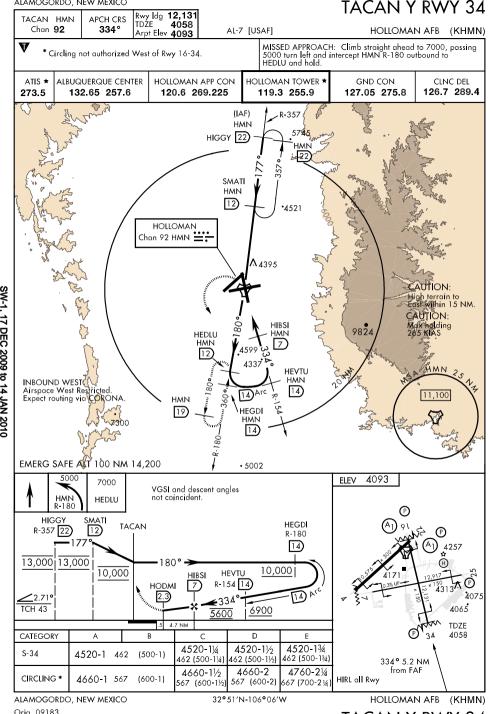


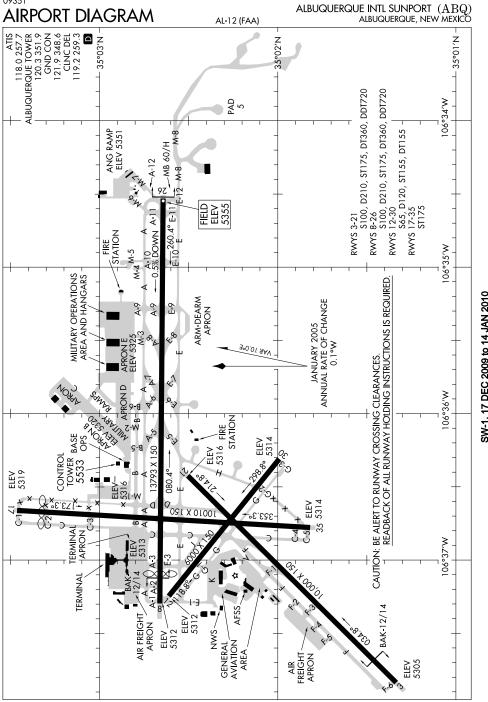


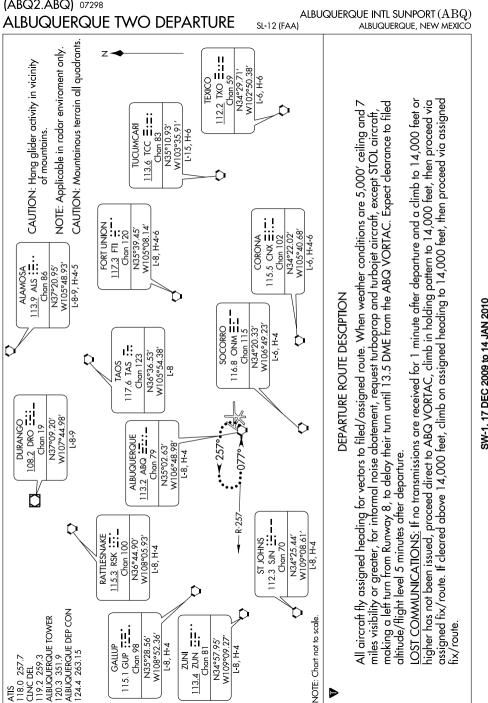




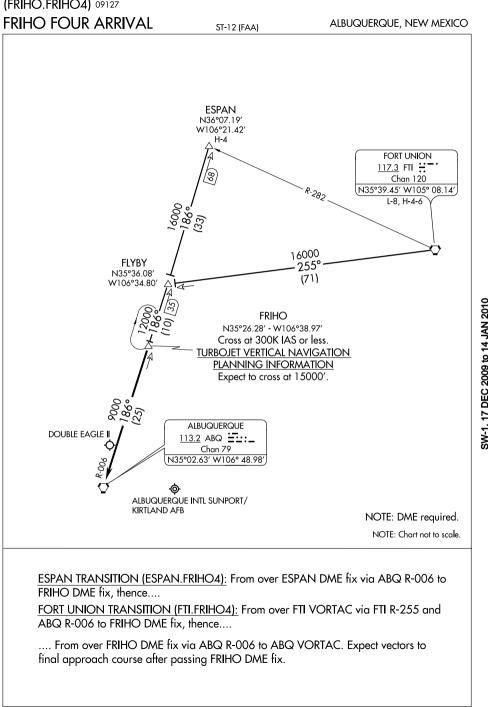


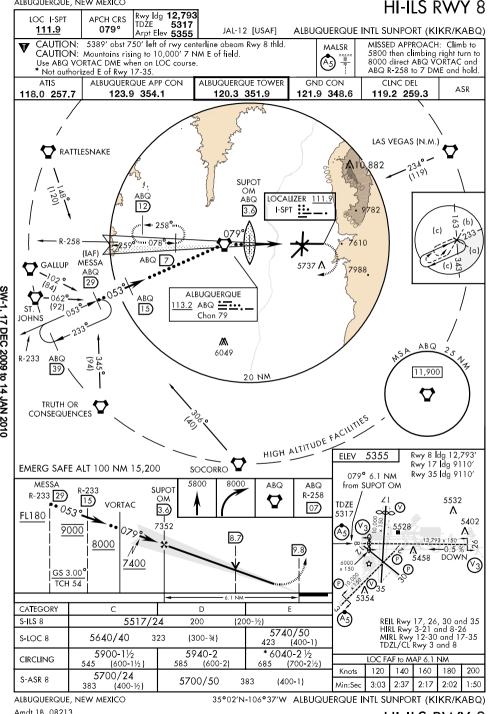


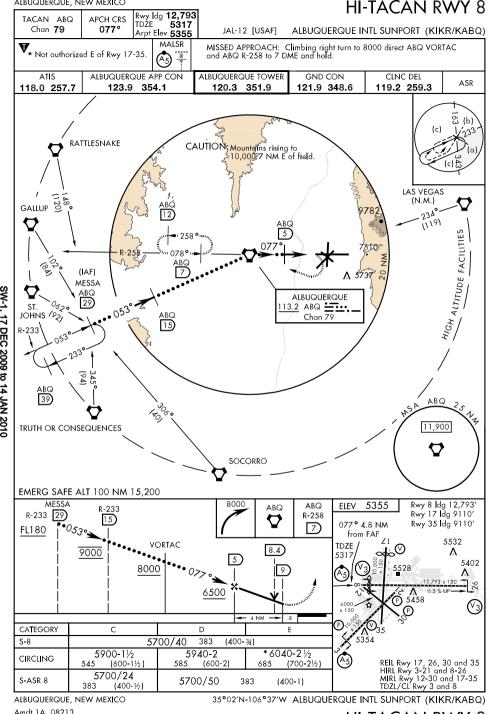


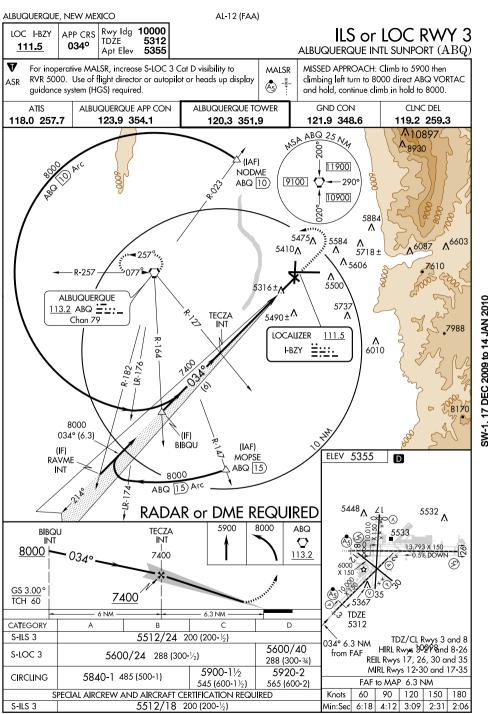


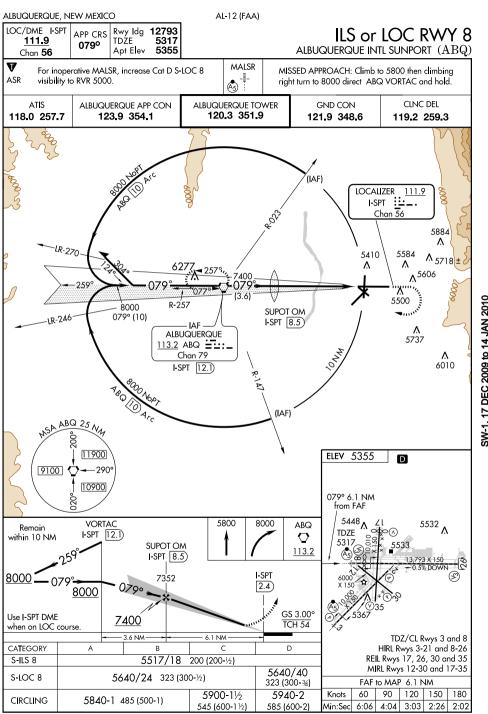
(CURLY.CURLY2) 07298 **CURLY TWO ARRIVAL** ALBUQUERQUE, NEW MEXICO ST-12 (FAA) ALBUQUERQUE APP CON 127.4 253.5 ATIS 118.0 257.7 **TANFR** N35°52.10′ W107°25.71′ L-8, H-4 GALLUP **CURLY** 115.1 GUP :-- . N35°25.08′ - W107°05.54′ Chan 98 Cross at 300K IAS or less. N35°28.56′ W108°52.36′ TURBOJET VERTICAL NAVIGATION L-8, H-4 PLANNING INFORMATION Expect clearance to cross at 15,000'. 12,000 078° R-249 (87)SANTA FE 110.6 SAF ::-\_ Chan 43 O Double eagle **I**I ALBUQUERQUE INTL SUNPORT/ **ALBUQUERQUE** KIRTLAND AFB 113.2 ABQ =::\_ Chan 79 N35°02.63' W106°48.98' NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'. NOTE: Chart not to scale. GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DMF fix. Thence.... TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence.... ....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.

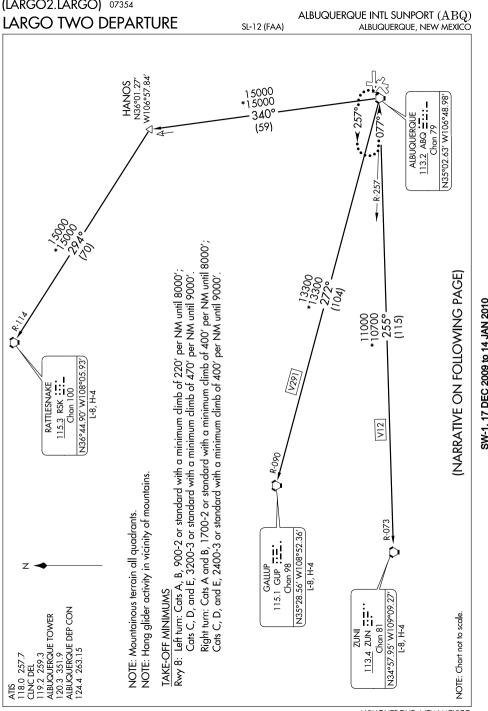




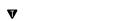








(LARGO2.LARGO) 07354 ALBUQUERQUE INTL SUNPORT (ABQ) LARGO TWO DEPARTURE SL-12 (FAA) ALBUQUERQUE. NEW MEXICO





## DEPARTURE ROUTE DESCRIPTION

Rwy 8 departures: Upon passing 5750' MSL, turn left/right to assigned heading. When weather conditions are 5000' ceiling and 7 miles visibility or greater.

All aircraft fly assigned heading for vectors to filed/assigned route.

FOR INFORMAL NOISE ABATEMENT, request turboprop and turbojet aircraft, except STOL aircraft, making a left turn from runway 8, to delay their turn until 13.5 DME from the ABQ VORTAC. Expect clearance to filed altitude/flight level 5 minutes after departure. LOST COMMUNICATIONS: If no transmissions are received for one minute after departure and a climb to 14,000 feet or higher has not been issued, proceed

direct to ABQ VORTAC, climb in the holding pattern to 14000, then proceed via assigned fix/route. If cleared above 14000 feet, climb on assigned heading to 14000 feet, then proceed via assigned fix/route.

GALLUP TRANSITION (LARGO2.GUP): From over ABQ VORTAC via ABQ R-272 and GUP R-090 to GUP VORTAC RATTLESNAKE TRANSITION (LARGO2.RSK): From over ABQ VORTAC via ABQ

R-340 and RSK R-114 to RSK VORTAC. ZUNI TRANSITION (LARGO2.ZUN): From over ABQ VORTAC via ABQ R-255 and

7UN R-073 to 7UN VORTAC

(LAVAN.LAVAN3) 07354 LAVAN THREE ARRIVAL ALBUQUERQUE, NEW MEXICO ST-12 (FAA) ALBUQUERQUE APP CON 123.9 354.1 ALBUQUERQUE TOWER 120.3 351.9 GND CON 121.9 348.6 ATIS 118.0 257.7 ALBUQUERQUE 113.2 ABQ =--:\_ Chan 79 N35°02.63′ W106°48.98′ LAVAN ZUNI DOUBLE EAGLE II N34°50.77′ - W107°17.09′ 113.4 ZUN **... ... ... ...** Cross at 300K IAS or less. Chan 81 TURBOJET VERTICAL NAVIGATION N34°57.95′ W109°09.27′ PLANNING INFORMATION L-8, H-4 ALBUQUERQUE Expect clearance to cross INTL SUNPORT/ KIRTLAND AFB 11500 at 15000'. \*10800 SW-1, 17 DEC 2009 to 14 JAN 2010 0900. 050° *(73)* 11500 (IRULY) N34°39.67' \*10800 W107°43.04′ 066° (72) ST JOHNS 112.3 SJN <u>::</u> --SOCORRO Chan 70 116.8 ONM == N34°25.44′ W109°08.61′ Chan 115 L-8. H-4 NOTE: Chart not to scale. ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence.... ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence.... ....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

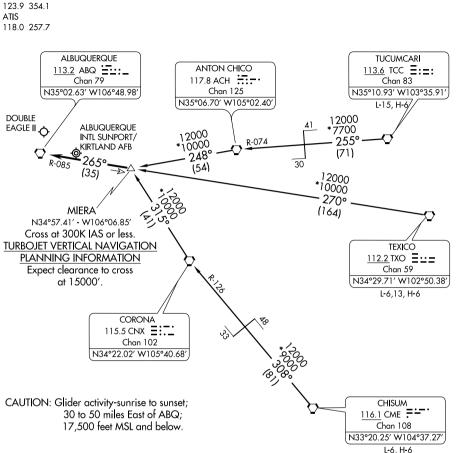
(MIERA.MIERA2) 07298

MIERA TWO ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
123.9. 354.1



SW-1, 17 DEC 2009 to 14 JAN 2010

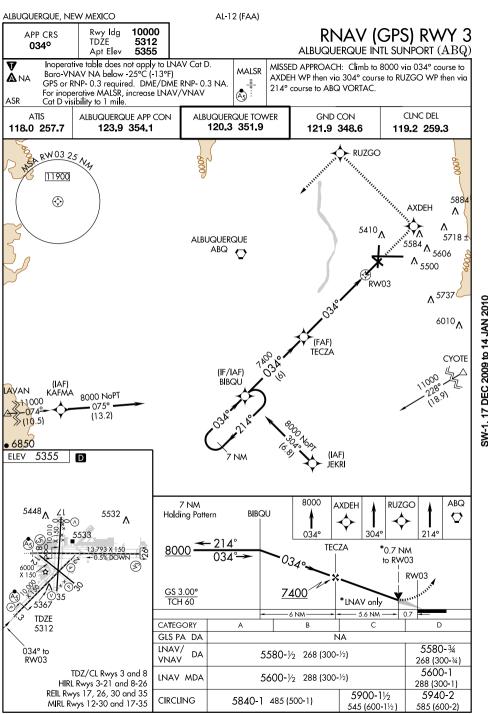
NOTE: Chart not to scale.

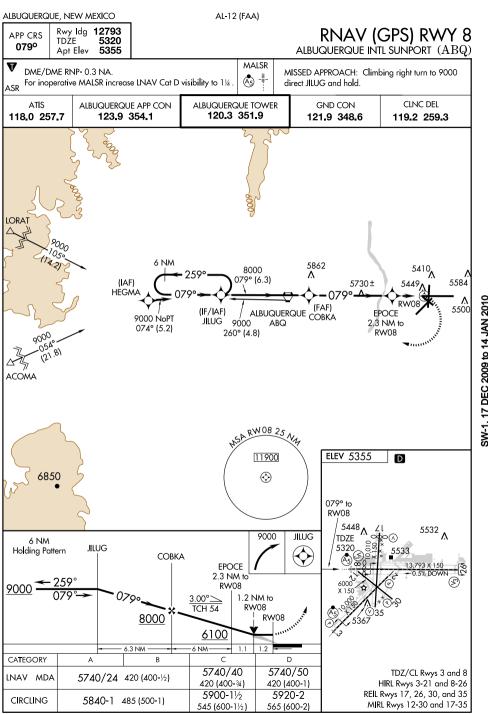
CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

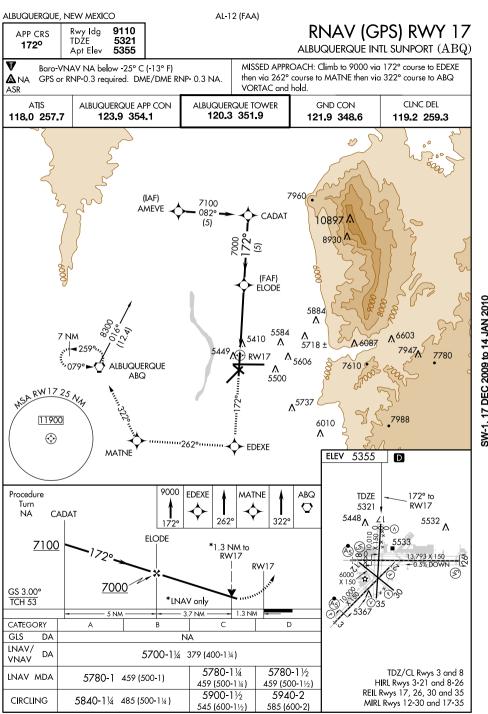
TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....

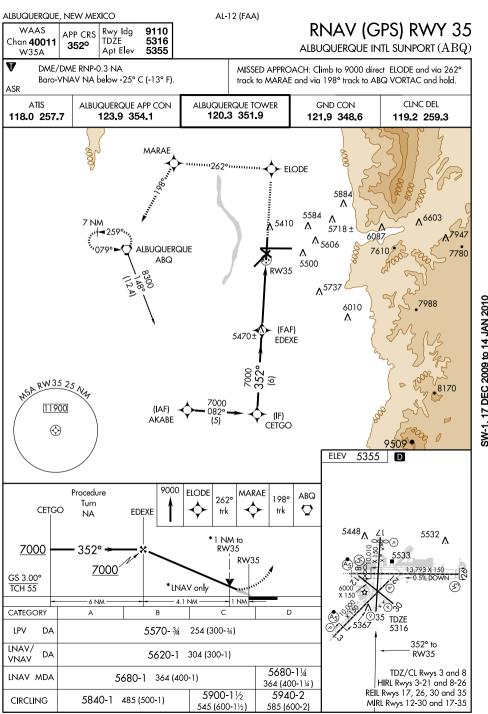
TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

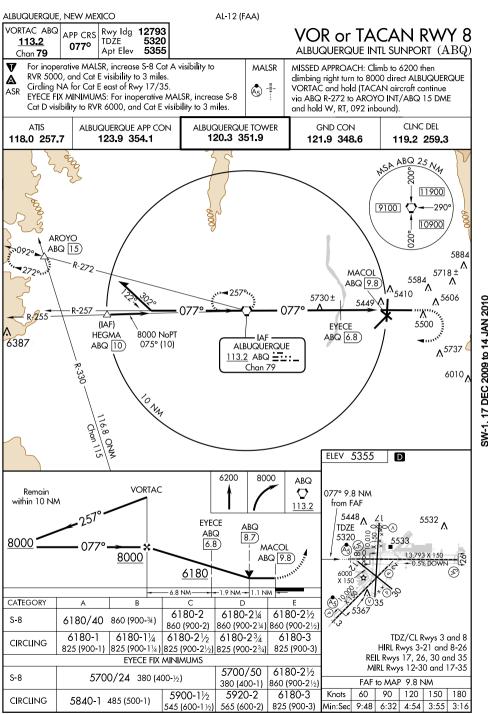
 $\dots$  From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.



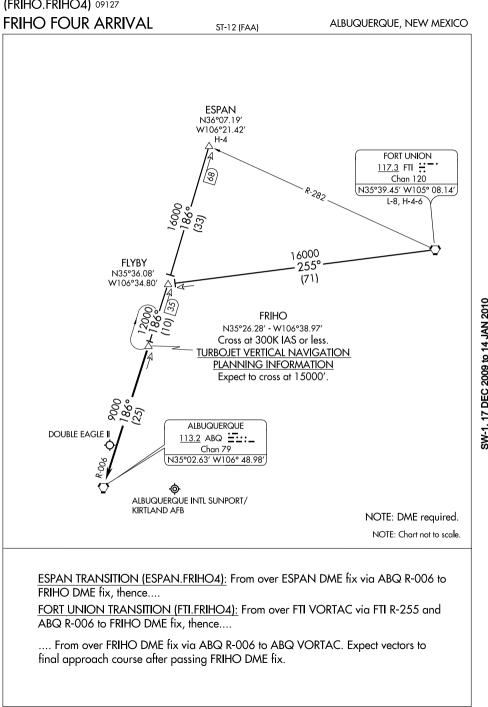


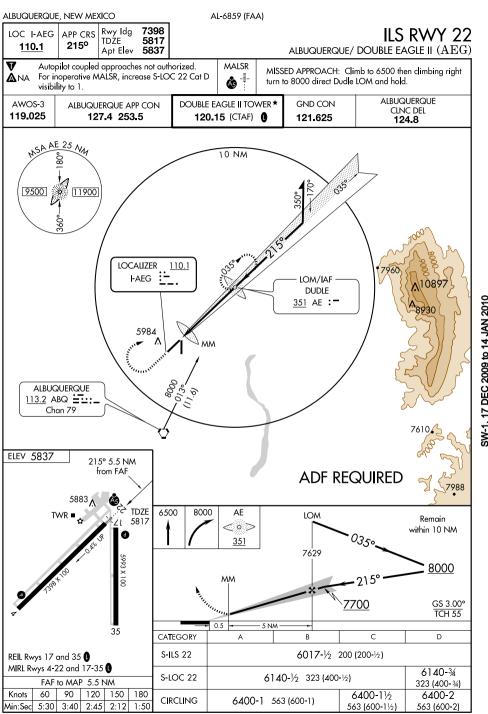






(CURLY.CURLY2) 07298 **CURLY TWO ARRIVAL** ALBUQUERQUE, NEW MEXICO ST-12 (FAA) ALBUQUERQUE APP CON 127.4 253.5 ATIS 118.0 257.7 **TANFR** N35°52.10′ W107°25.71′ L-8, H-4 GALLUP **CURLY** 115.1 GUP :-- . N35°25.08′ - W107°05.54′ Chan 98 Cross at 300K IAS or less. N35°28.56′ W108°52.36′ TURBOJET VERTICAL NAVIGATION L-8, H-4 PLANNING INFORMATION Expect clearance to cross at 15,000'. 12,000 078° R-249 (87)SANTA FE 110.6 SAF ::-\_ Chan 43 O Double eagle **I**I ALBUQUERQUE INTL SUNPORT/ **ALBUQUERQUE** KIRTLAND AFB 113.2 ABQ =::\_ Chan 79 N35°02.63' W106°48.98' NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'. NOTE: Chart not to scale. GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DMF fix. Thence.... TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence.... ....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.





(LAVAN.LAVAN3) 07354 LAVAN THREE ARRIVAL ALBUQUERQUE, NEW MEXICO ST-12 (FAA) ALBUQUERQUE APP CON 123.9 354.1 ALBUQUERQUE TOWER 120.3 351.9 GND CON 121.9 348.6 ATIS 118.0 257.7 ALBUQUERQUE 113.2 ABQ =--:\_ Chan 79 N35°02.63′ W106°48.98′ LAVAN ZUNI DOUBLE EAGLE II N34°50.77′ - W107°17.09′ 113.4 ZUN **... ... ... ...** Cross at 300K IAS or less. Chan 81 TURBOJET VERTICAL NAVIGATION N34°57.95′ W109°09.27′ PLANNING INFORMATION L-8, H-4 ALBUQUERQUE Expect clearance to cross INTL SUNPORT/ KIRTLAND AFB 11500 at 15000'. \*10800 SW-1, 17 DEC 2009 to 14 JAN 2010 0900. 050° *(73)* 11500 (IRULY) N34°39.67' \*10800 W107°43.04′ 066° (72) ST JOHNS 112.3 SJN <u>::</u> --SOCORRO Chan 70 116.8 ONM == N34°25.44′ W109°08.61′ Chan 115 L-8. H-4 NOTE: Chart not to scale. ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence.... ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence.... ....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

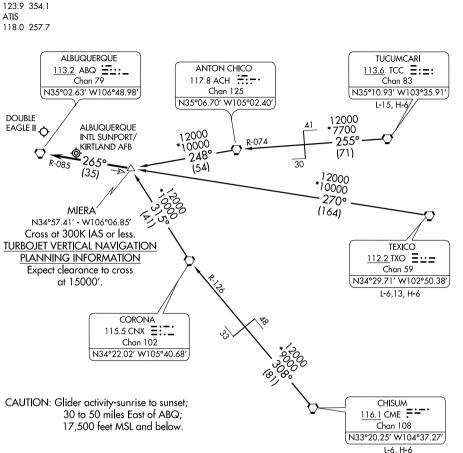
(MIERA.MIERA2) 07298

MIERA TWO ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
123.9. 354.1



SW-1, 17 DEC 2009 to 14 JAN 2010

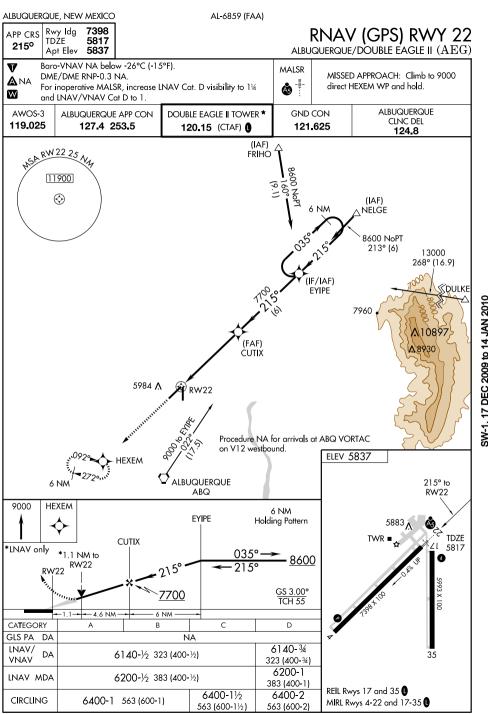
NOTE: Chart not to scale.

CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

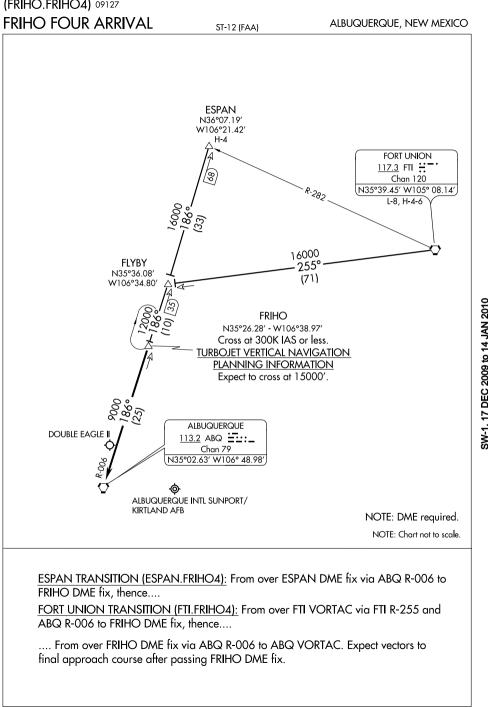
TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....

TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

 $\dots$  From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.



(CURLY.CURLY2) 07298 **CURLY TWO ARRIVAL** ALBUQUERQUE, NEW MEXICO ST-12 (FAA) ALBUQUERQUE APP CON 127.4 253.5 ATIS 118.0 257.7 **TANFR** N35°52.10′ W107°25.71′ L-8, H-4 GALLUP **CURLY** 115.1 GUP :-- . N35°25.08′ - W107°05.54′ Chan 98 Cross at 300K IAS or less. N35°28.56′ W108°52.36′ TURBOJET VERTICAL NAVIGATION L-8, H-4 PLANNING INFORMATION Expect clearance to cross at 15,000'. 12,000 078° R-249 (87)SANTA FE 110.6 SAF ::-\_ Chan 43 O Double eagle **I**I ALBUQUERQUE INTL SUNPORT/ **ALBUQUERQUE** KIRTLAND AFB 113.2 ABQ =::\_ Chan 79 N35°02.63' W106°48.98' NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'. NOTE: Chart not to scale. GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DMF fix. Thence.... TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence.... ....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.



(LAVAN.LAVAN3) 07354 LAVAN THREE ARRIVAL ALBUQUERQUE, NEW MEXICO ST-12 (FAA) ALBUQUERQUE APP CON 123.9 354.1 ALBUQUERQUE TOWER 120.3 351.9 GND CON 121.9 348.6 ATIS 118.0 257.7 ALBUQUERQUE 113.2 ABQ =--:\_ Chan 79 N35°02.63′ W106°48.98′ LAVAN ZUNI DOUBLE EAGLE II N34°50.77′ - W107°17.09′ 113.4 ZUN **... ... ... ...** Cross at 300K IAS or less. Chan 81 TURBOJET VERTICAL NAVIGATION N34°57.95′ W109°09.27′ PLANNING INFORMATION L-8, H-4 ALBUQUERQUE Expect clearance to cross INTL SUNPORT/ KIRTLAND AFB 11500 at 15000'. \*10800 SW-1, 17 DEC 2009 to 14 JAN 2010 0900. 050° *(73)* 11500 (IRULY) N34°39.67' \*10800 W107°43.04′ 066° (72) ST JOHNS 112.3 SJN <u>::</u> --SOCORRO Chan 70 116.8 ONM == N34°25.44′ W109°08.61′ Chan 115 L-8. H-4 NOTE: Chart not to scale. ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence.... ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence.... ....From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

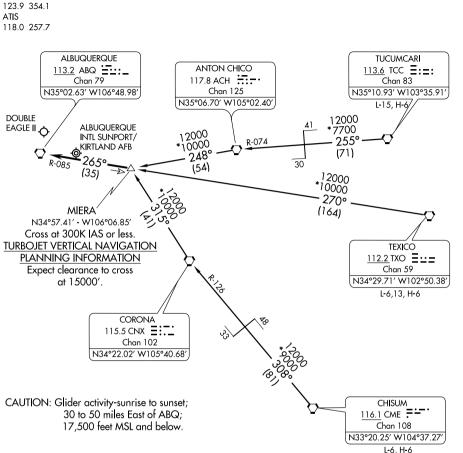
(MIERA.MIERA2) 07298

MIERA TWO ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
123.9. 354.1



SW-1, 17 DEC 2009 to 14 JAN 2010

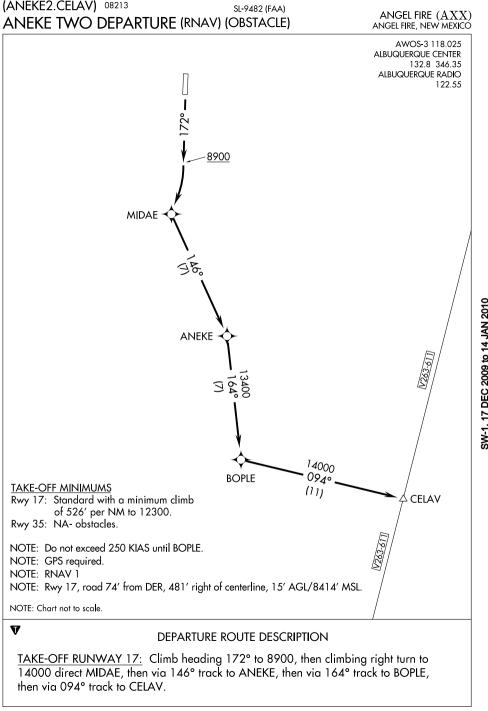
NOTE: Chart not to scale.

CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence....

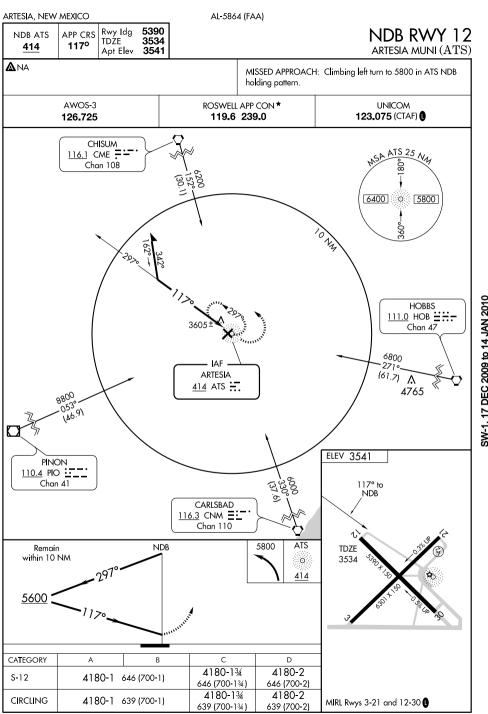
TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence....

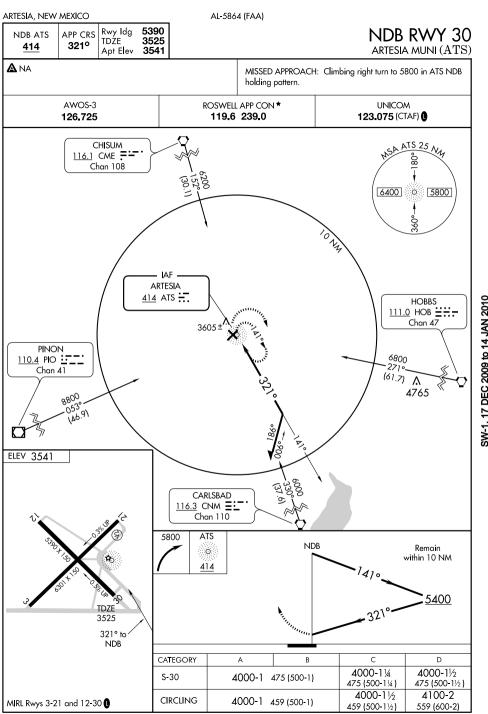
TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence....

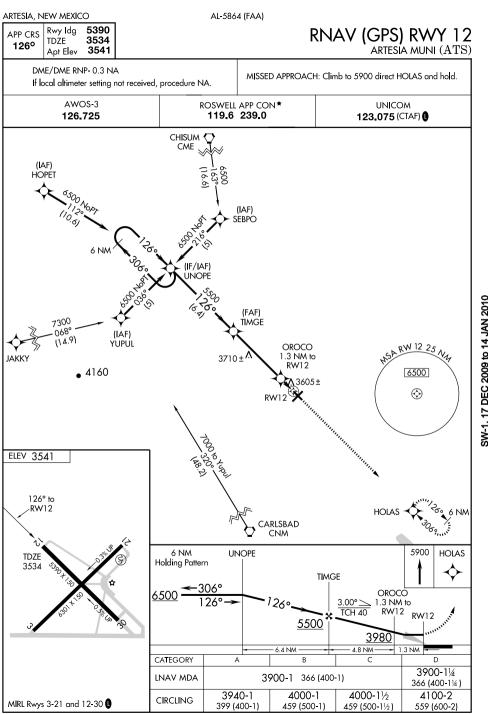
 $\dots$  From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.

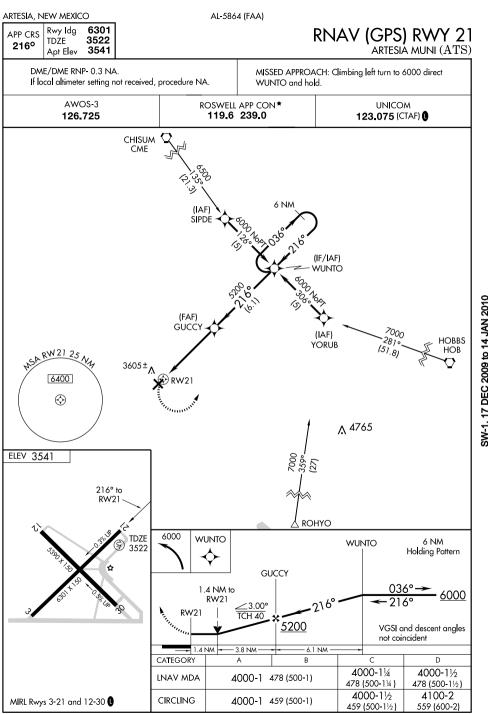


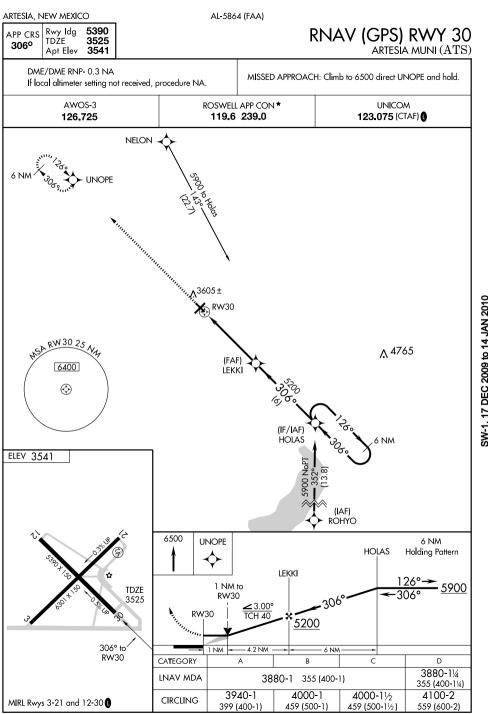
ANGEL FIRE, NEW MEXICO AL-9482 (FAA) Rwy Ida 8900 APP CRS RNAV (GPS) RWY 17 TDŹE 8336 174° Apt Elev 8380 ANGEL FIRE (AXX) If local altimeter setting not received, procedure NA. MISSED APPROACH: Climb to 14000 via 174° course to DME/DME RNP-0.3 NA. HOMDU and via 160° track to DEVEC and 160° track Procedure NA at night. to FTI VORTAC and hold. AWOS-3 UNICOM ALBUQUERQUE CENTER 118.025 132.8 346.35 122.8 (CTAF) 1 12931 12700 (IAF) 078° (5,5) GEKTE JANUK 5.5 NM to (IAF) (F) 12700 OMLEE OMLEE AXIPE 12800 2690 (14.1)0789 ,2800 12300 FENON 11302 1520 (4) (√5.5) 11600 CEMOV 1570 (3) 12717 3 NM to TAOS WUDEN 124410 TAS V10339 + SW-1, 17 DEC 2009 to 14 JAN 2010 (FAF WUDEN 12045 13161 MISSED APCH FIX 0470 12305 02100 DEVEC RW 17 25 Ny 9440± 14400 10250 **( FORT** UNION FT ELEV 8380 174° to RW17 ZΙ **TDZE** ) • 8336 11055 11255 14000 **OMLEE** HOMDU DEVEC FT CEMOV 160° 160°  $\Diamond$ 3 NM to track track WUDEN 174° 12700 WUDEN -157: 12300 Procedure 11600 Turn NA 3.05° TCH 40 35 4 NM 3 NM 10 NM CATEGORY D 9960-11/4 9960-11/2 9960-3 NA LNAV MDA 1624 (1600-11/4) 1624 (1600-11/2) 1624 (1600-3) MIRL Rwy 17-35 0 CIRCLING NA

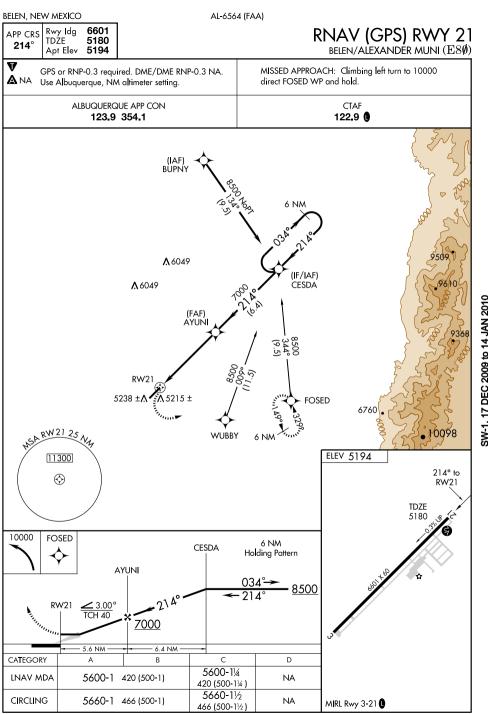


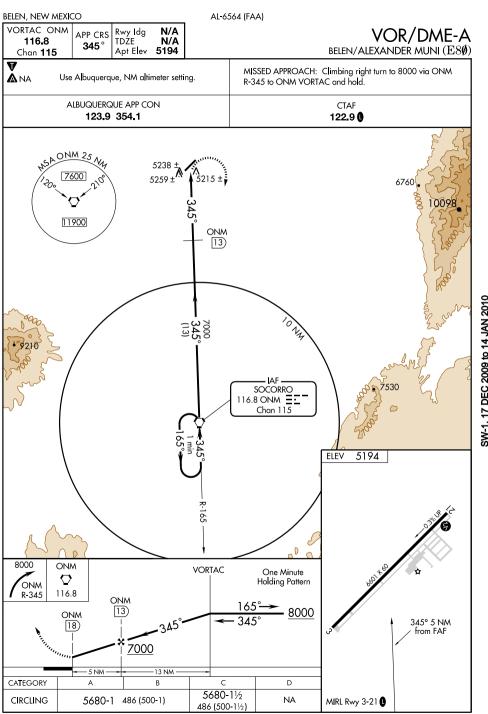


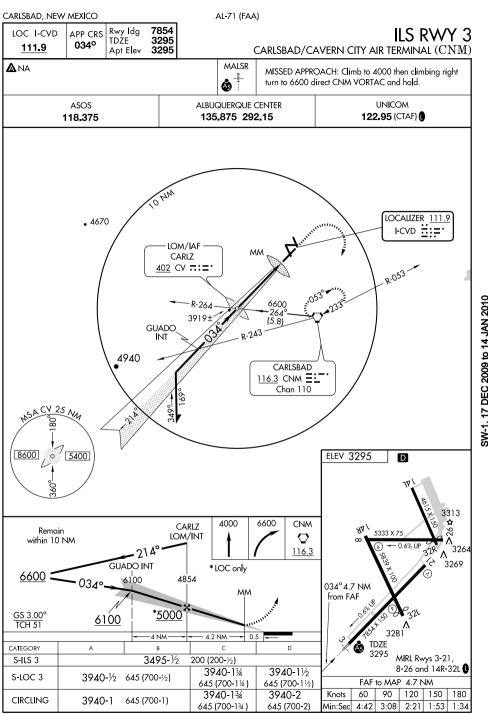


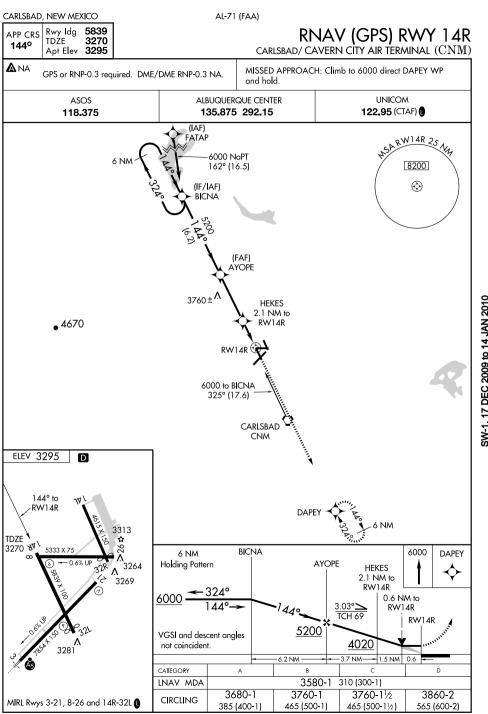


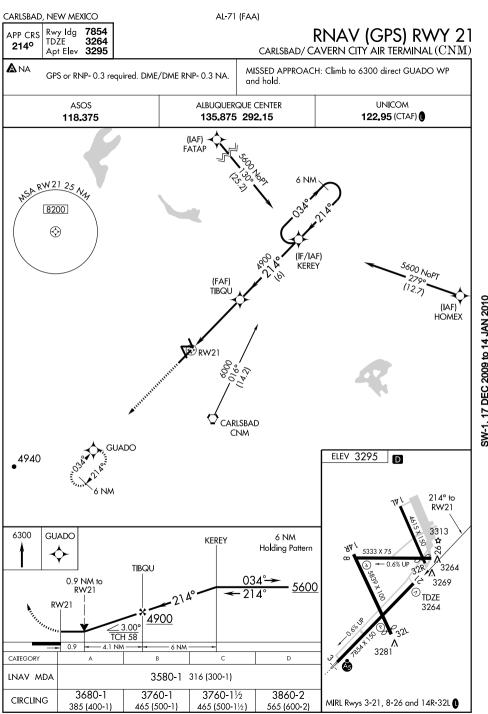


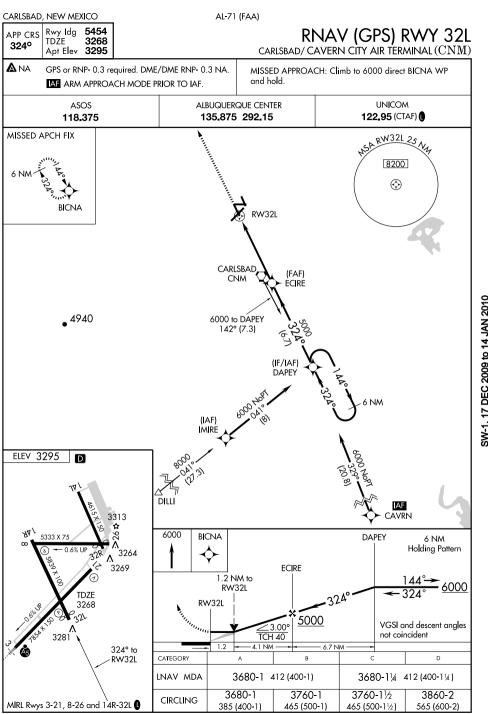


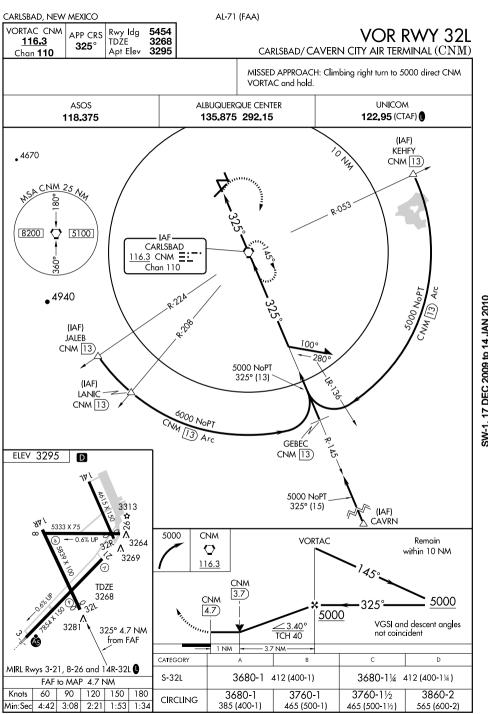


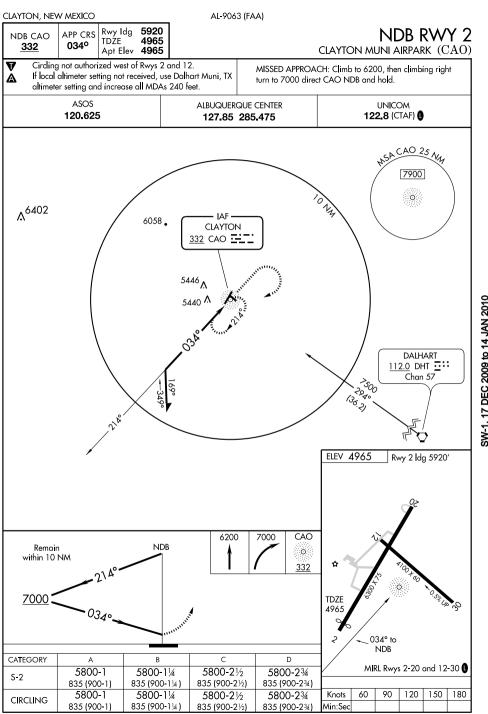


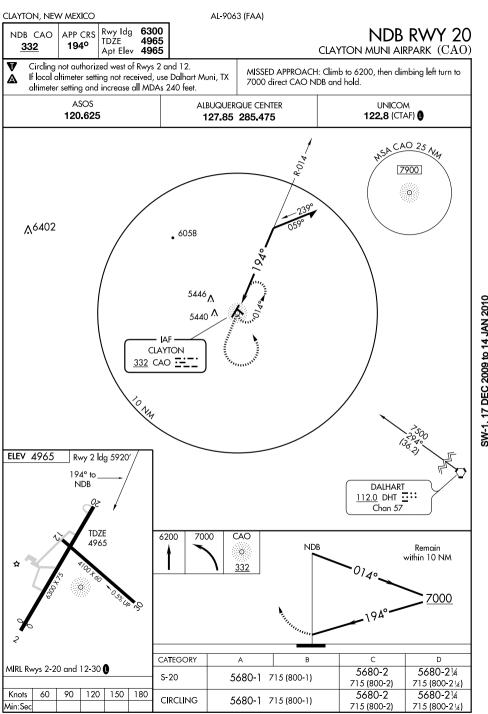


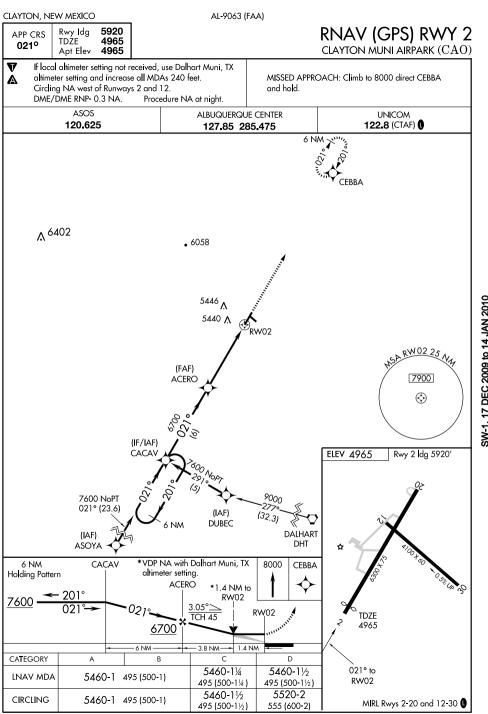


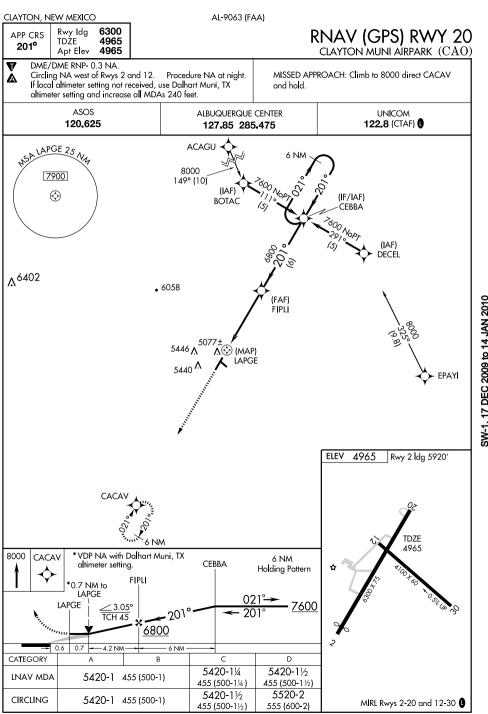


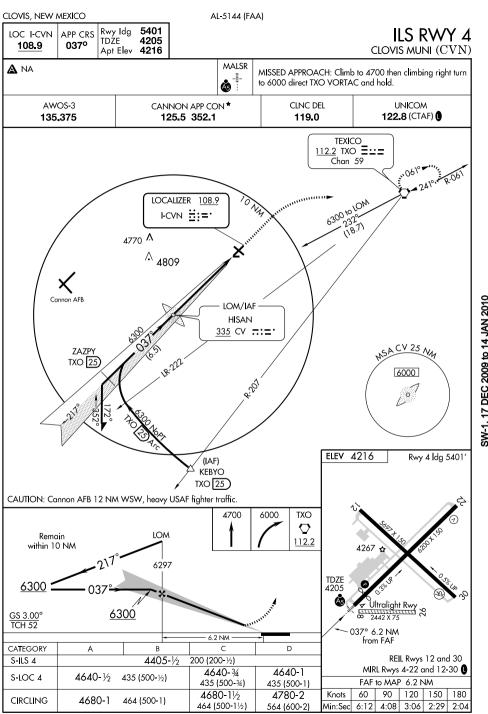


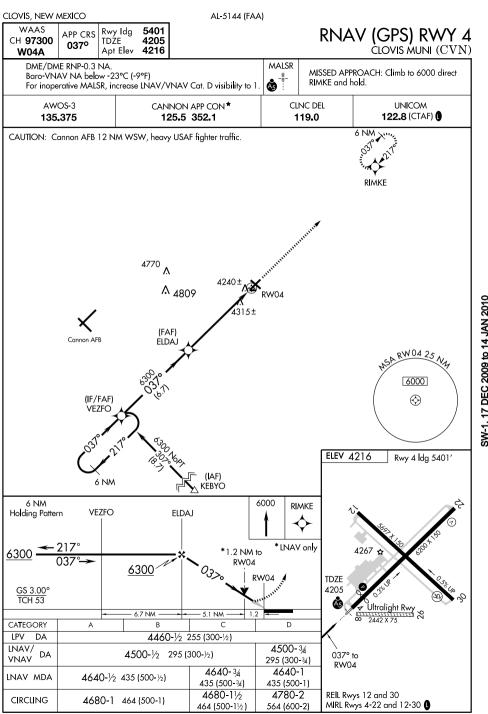


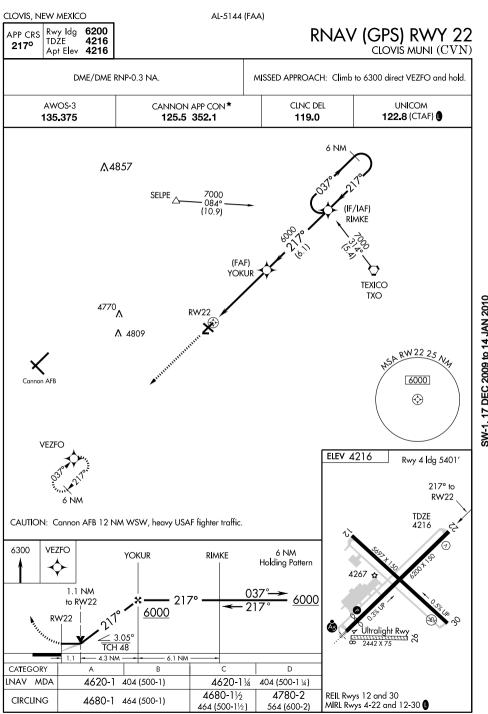


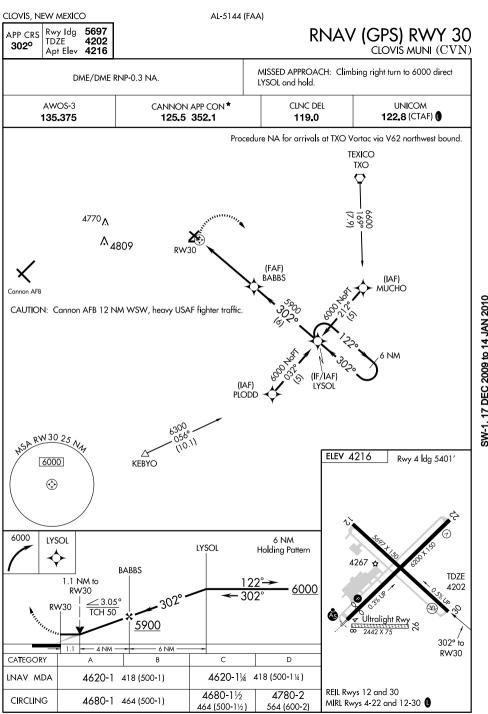


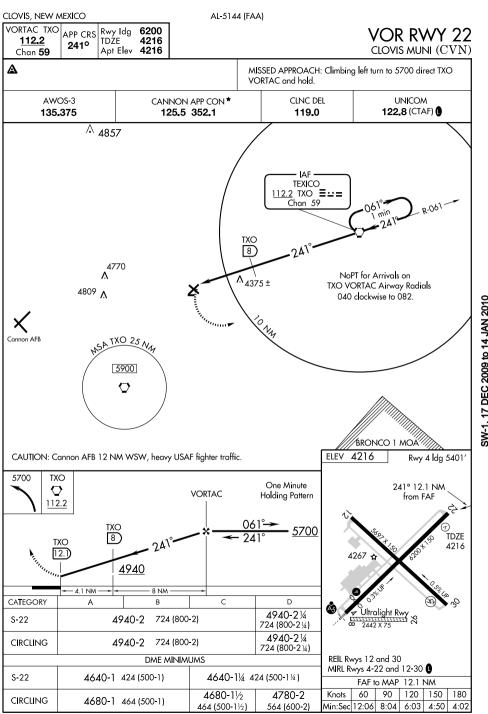


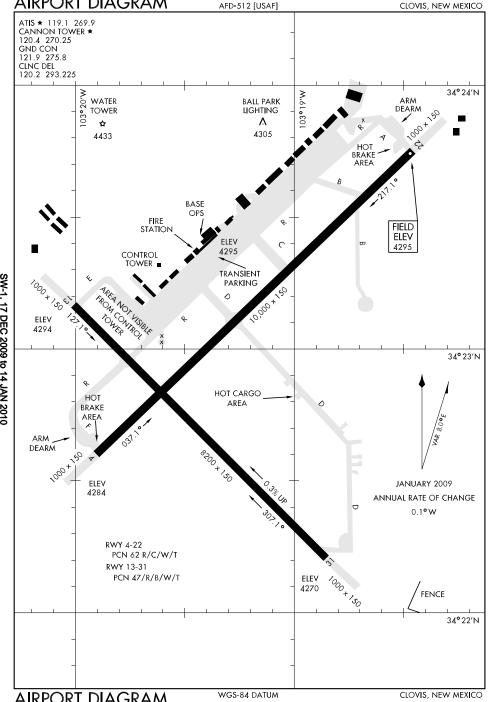


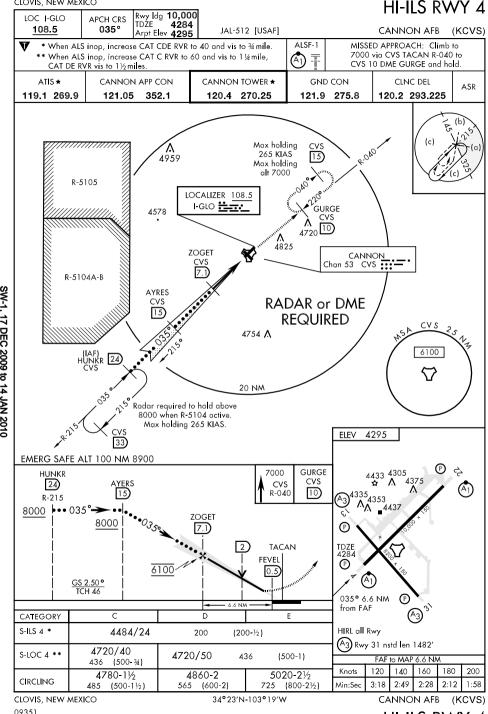


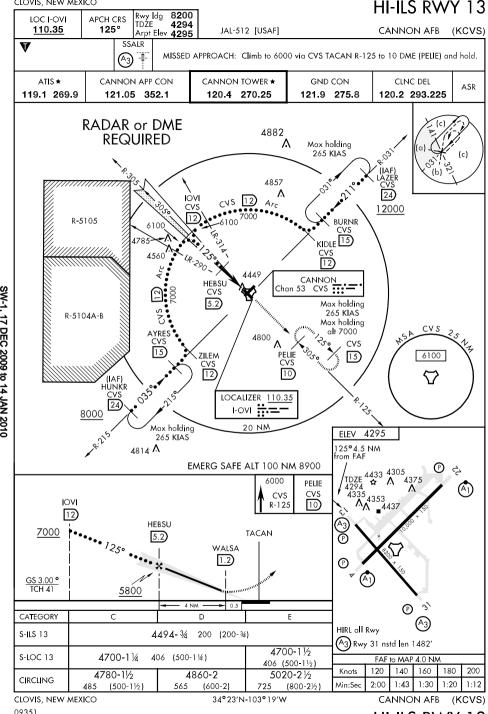


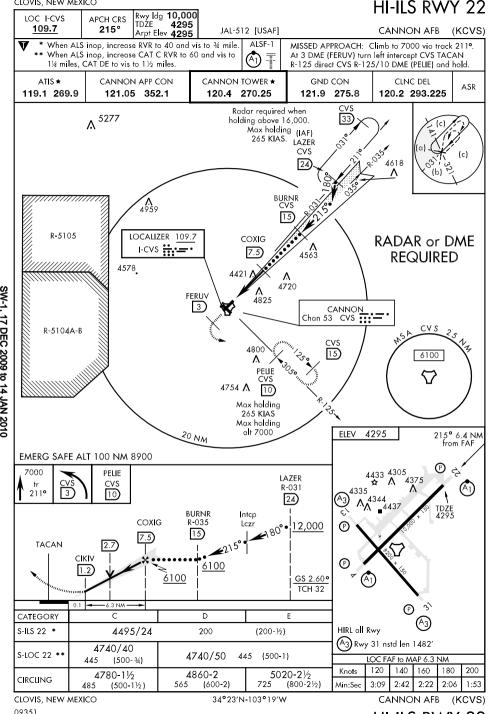


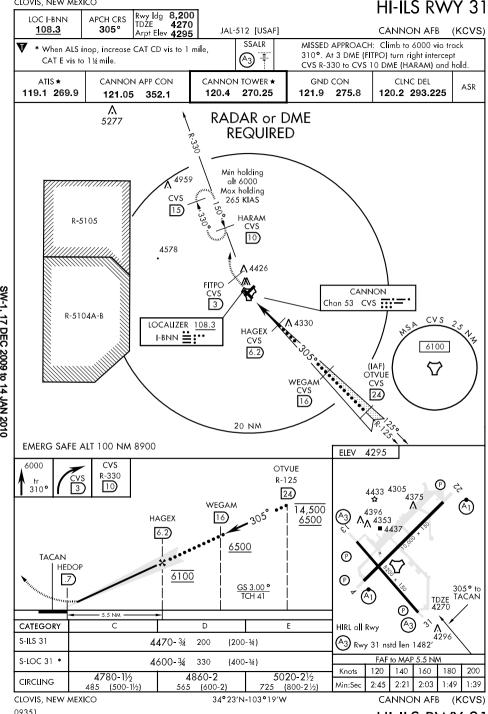


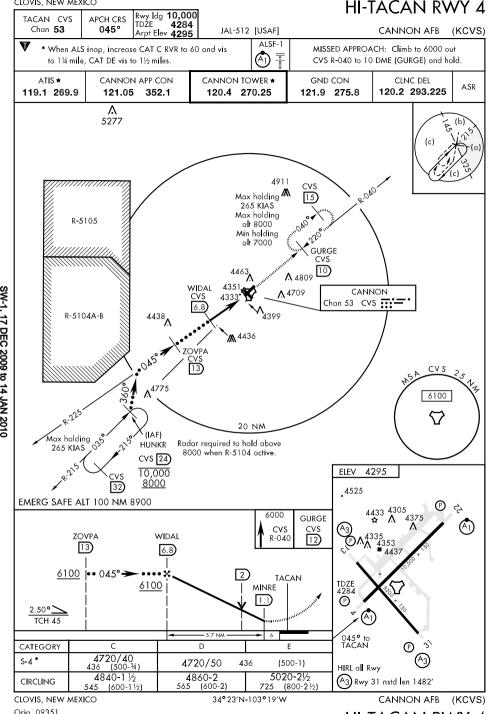






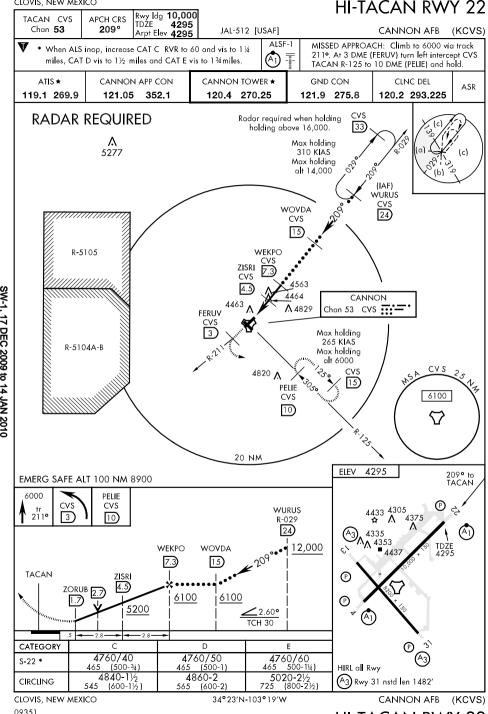




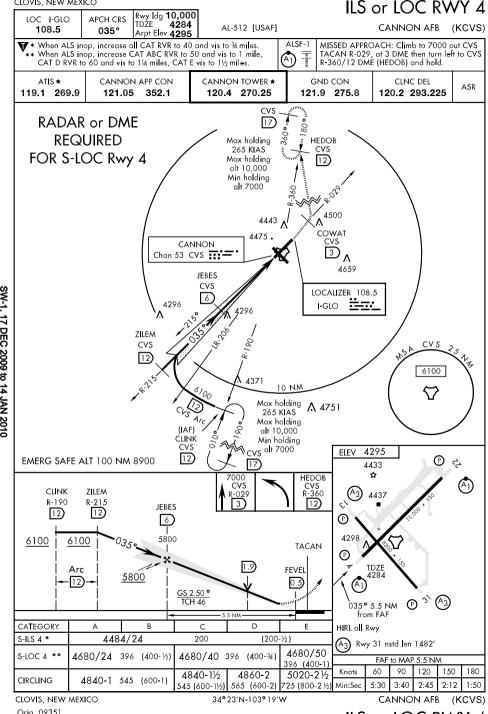


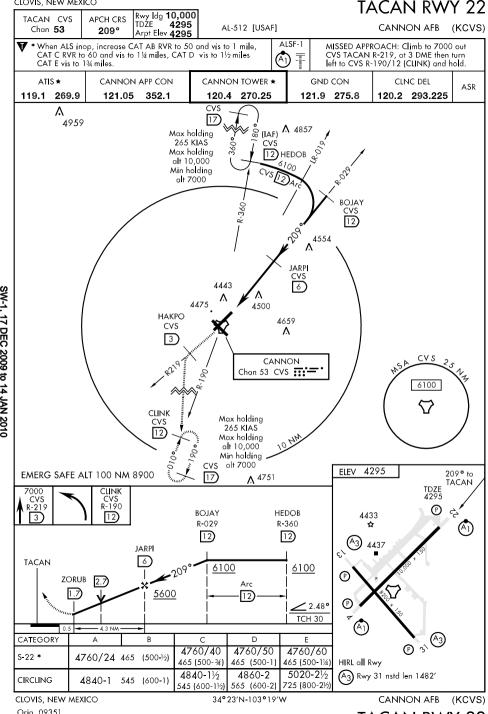
CLOVIS, NEW MEXICO HI-TACAN RWY 13 Rwy Idg TDZE 8200 TACAN CVS APCH CRS 4294 Chan **53** 120° CANNON AFB (KCVS) JAL-512 [USAF] Arpt Elev 4295 SSALR V \* When ALS inop, increase CAT C vis to 11/4 miles, MISSED APPROACH: Climb to 7000 via CVS  $\widehat{A_3}$ CAT D vis to 1½ miles. CAT E vis to 1¾ miles. TACAN R-125 to 10 DME (PELIE) and hold. ATIS ★ CANNON APP CON CANNON TOWER ★ GND CON CLNC DEL ASR 269.9 120.4 270.25 120.2 293.225 119.1 121.05 352.1 1219 275.8 RADAR or DME 33) Max holding 310 KIAS **REQUIRED** 229 2031 (c) 12,000 (b) **1**4959 `(IAF) LAZER CVS 12 MESBE 24) R-5105 12 KIDLE 4720**∧** CVS 12 CANNON **∧**4709 Chan 53 CVS ...-R-5104A-B CVS <sup>4820</sup>Λ 15) 6100 PELIE 4754**^** 10 ZILEM CVS 8000 CVS Max holding 12) (IAF) HUNKR CVS ું 265 KIAS 6100 Min holding alt 7000 Max holding 24 Max holding 310 KIAS 20 NM alt 8000 33 **ELEV** 4295 EMERG SAFE ALT 100 NM 8900 117° to TACAN 4433 4305 ♠ Λ 4 7000 TDZE ☆ 4294 4335 4375 PELIE CVS **CVS** MESBE CEDAV R-125 10 ΛΛ4353 R-297 6 12) (A3) (P) **TACAN** 6100 6100 HASRU 1.3 P 3.00° TCH 30 4.7 NM C D CATEGORY 4780-34 4780-1 4780-11/4 S-13 \* (500-11/4) (500-34) (500-1)HIRL all Rwy 4840-11/2 5020-2½ 25 (800-2½) 4860-2 565 (600-2) (<sup>A</sup>3) Rwy 31 nstd len 1482' **CIRCLING** 725 545 (600-11/2) CLOVIS, NEW MEXICO 34°23′N-103°19′W CANNON AFB (KCVS)

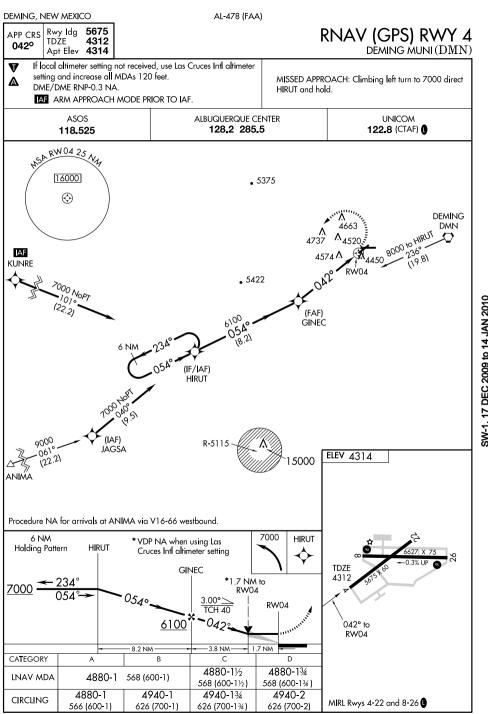
SW-1, 17 DEC 2009 to 14 JAN 2010

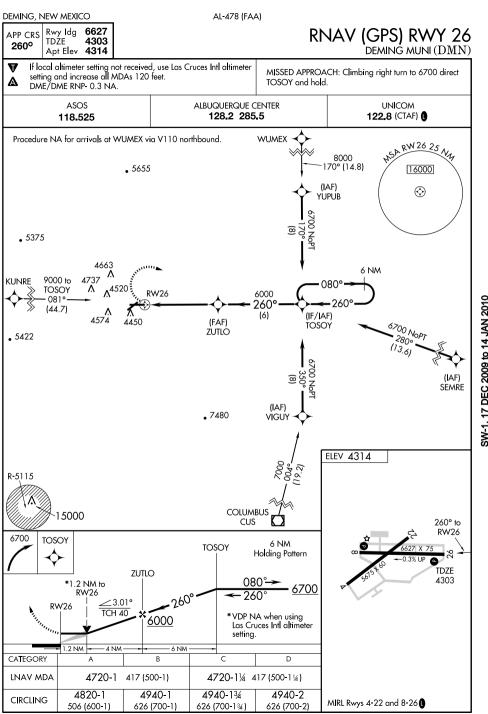


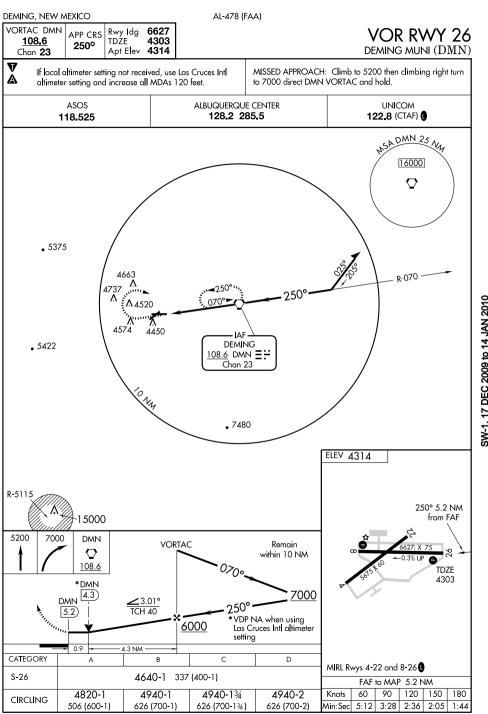
CLOVIS, NEW MEXICO HI-TACAN RWY 31 Rwy Idg TDZE 8,200 TACAN CVS APCH CRS 4270 Chan **53** 313° CANNON AFB JAL-512 [USAF] Arpt Elev 4295 SSALR MISSED APPROACH: Climb to 7000 out CVS V \* When ALS inop, increase CAT C vis to 11/2 miles, TACAN R-310 to 3 DME (FITPO) turn right direct  $\widehat{A_3}$ CAT D vis to 1½ miles, CAT E vis to 1¾ miles. CVS R-330/10 DME (HARAM) and hold ATIS ★ CANNON APP CON CANNON TOWER ★ GND CON CLNC DEL ASR 119.1 269.9 121.05 352.1 120.4 270.25 121.9 275.8 120.2 293.225 ۸ RADAR or DME 5277 (a) **REQUIRED** (b) 060 **M**5009 Min holding alt 7000 Max holding alt 8000 Max holding 265 KIAS 15 HARAM R-5105 **CVS** 10) 4578 4453 **∧**<sup>4825</sup> FITPO Λ<sup>4709</sup> CVS [3] R-5104A-B JINKI CVS CANNON cvs 💳 Chan 53 6100 ∧<sup>4754</sup> HOPSA 16 20 NM CVS 31 Max holding **ELEV** 4295 265 KIAS EMERG SAFE ALT 100 NM 8900 7000 4433 4305 **☆** ZEEAH HARAM 4375 R-133 CVS R-310 3 10 22) 4335 HOPSA **∖**∧ 4353 10,000 4525 4437 JINKI 6500  $\Box$ 6500 ® TACAN CEGUG 6200 P 4409 **\_** 3.00° 313° to TCH 34 TDZE 4270 5.8 NM CATEGORY D 4740-34 4740-1 4740-11/4 S-31 \* (500-11/4) HIRL all Rwy (500-34) 470 (500-1) 470 4840-11/2 4860-2 5020-21/2 A3) Rwy 31 nstd len 1482' CIRCLING 545 (600-11/2) 565 (600-2)(800-21/2) 725 CLOVIS, NEW MEXICO 34°23′N-103°19′W CANNON AFB (KCVS)

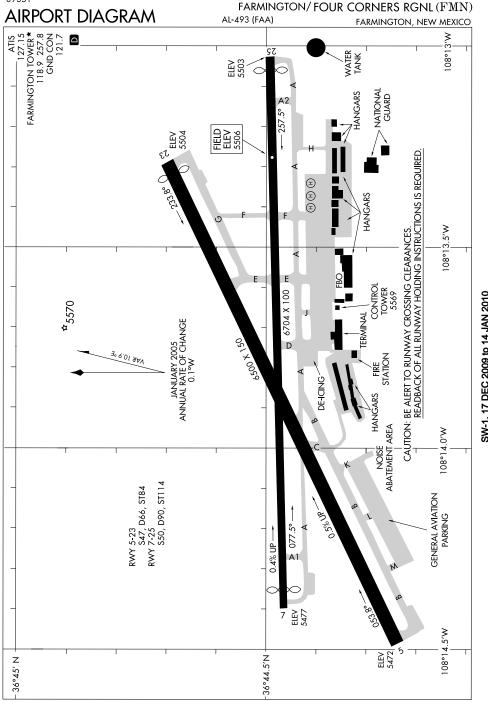


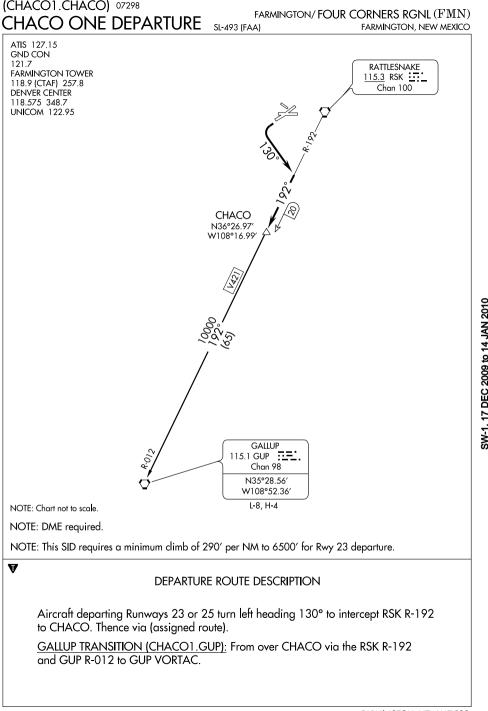


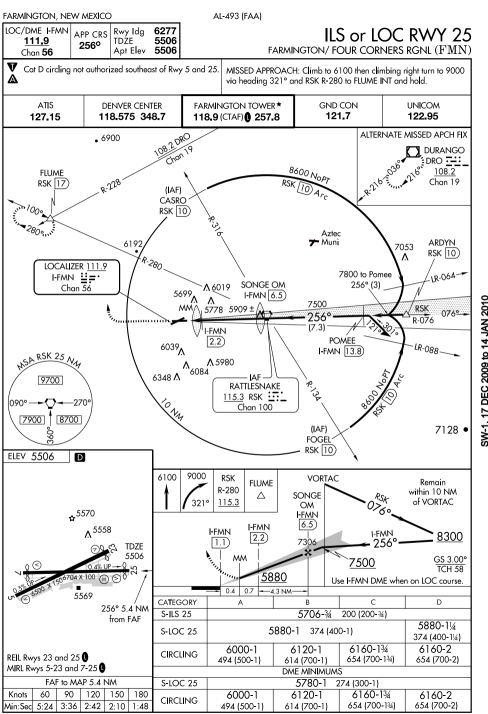


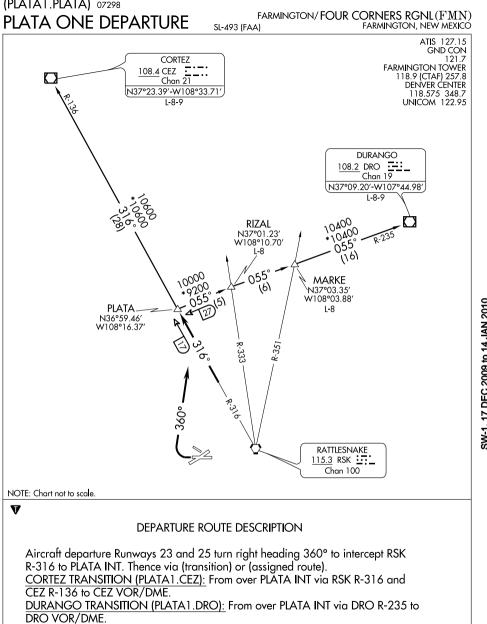






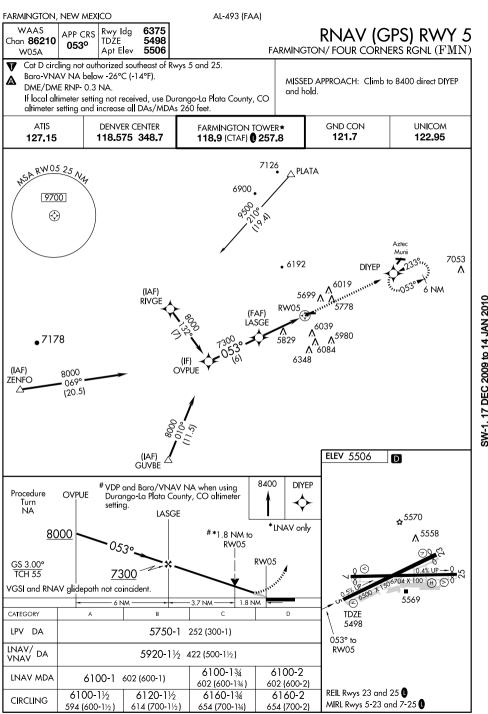


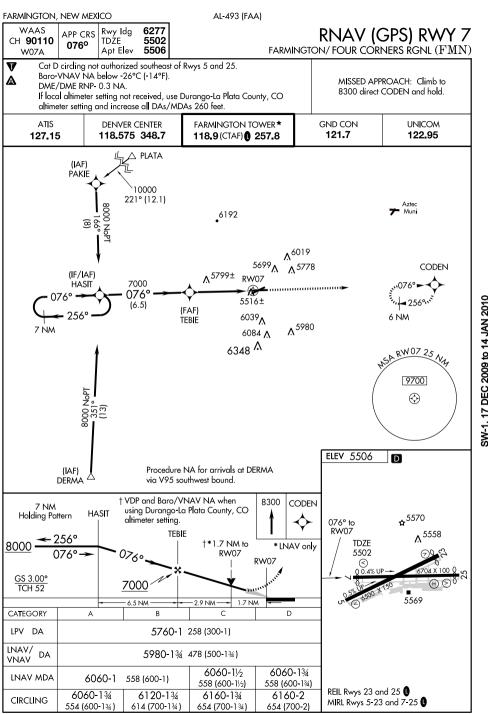


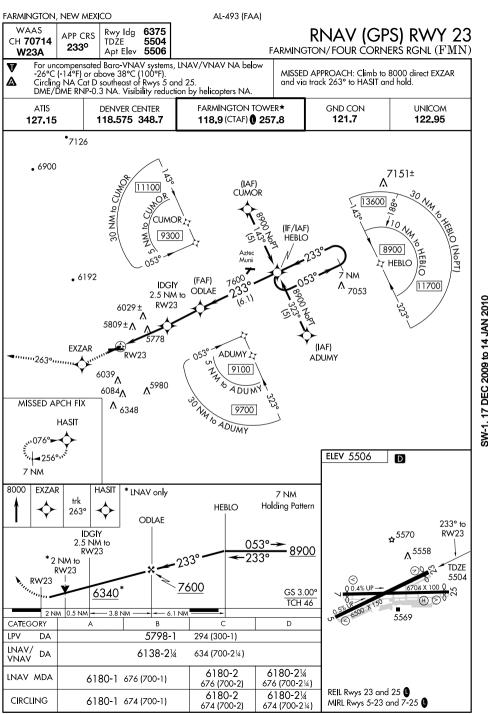


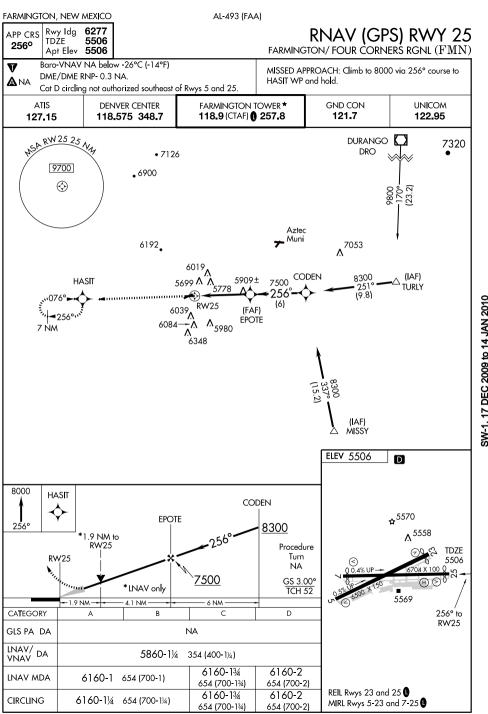
MARKE TRANSITION (PLATA1.MARKE): From over PLATA INT via DRO R-235 to MARKE INT.

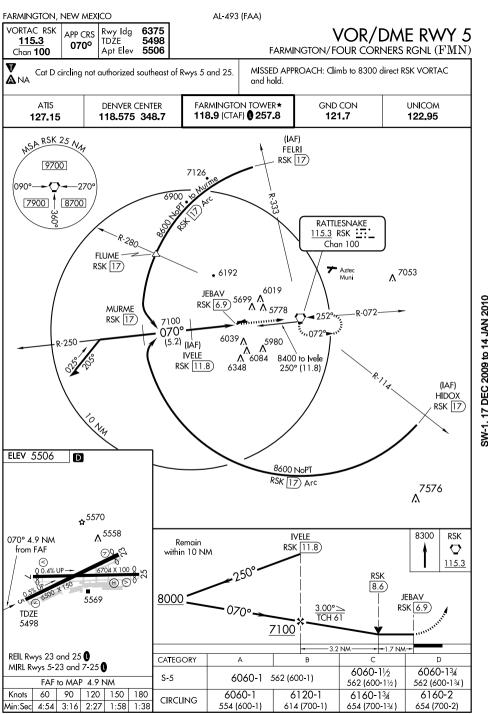
RIZAL TRANSITION (PLATA 1.RIZAL): From over PLATA INT via DRO R-235 to RIZAL INT.

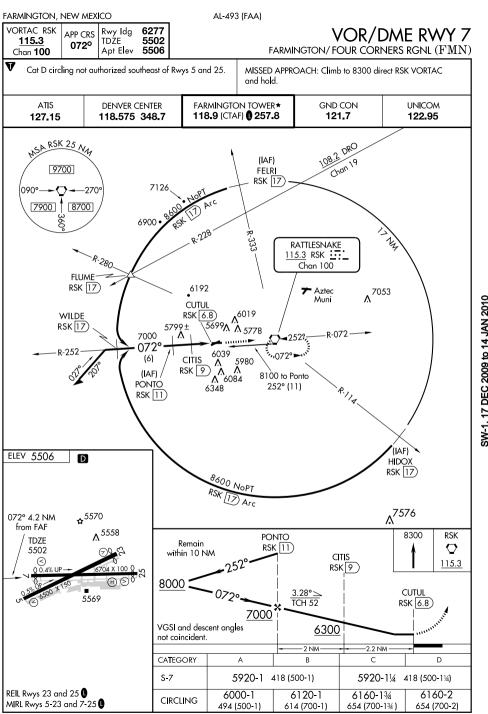


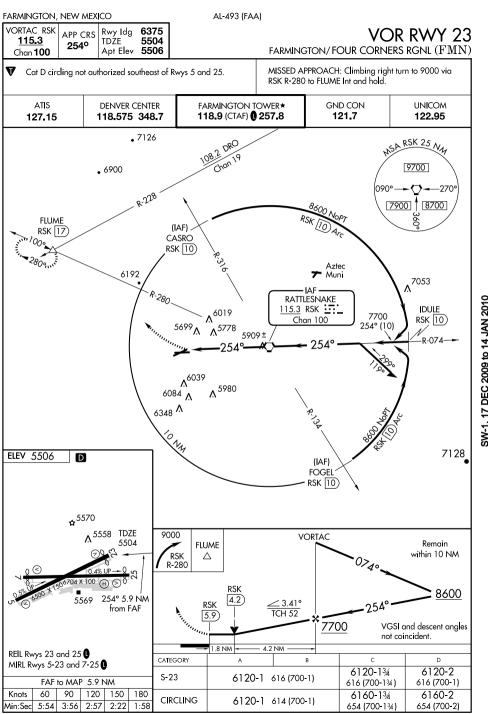


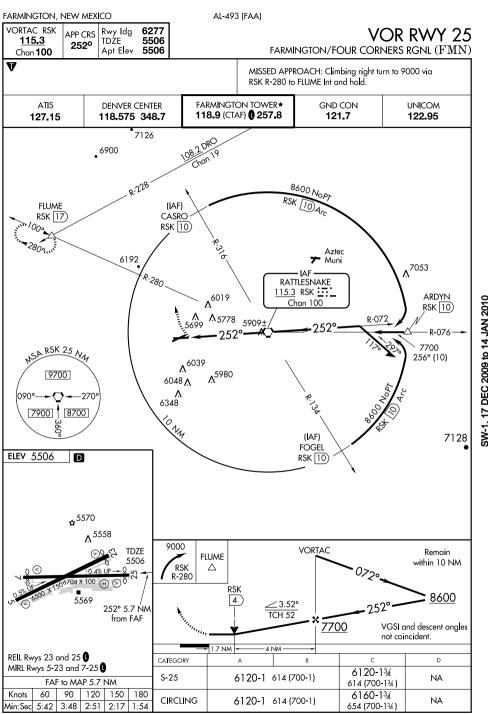


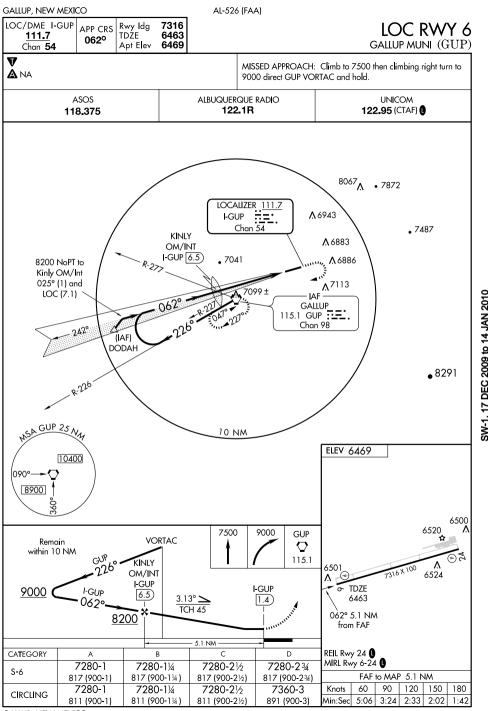




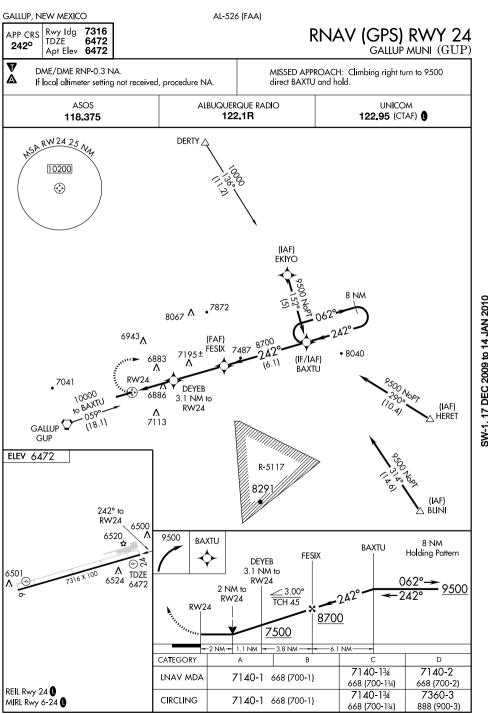


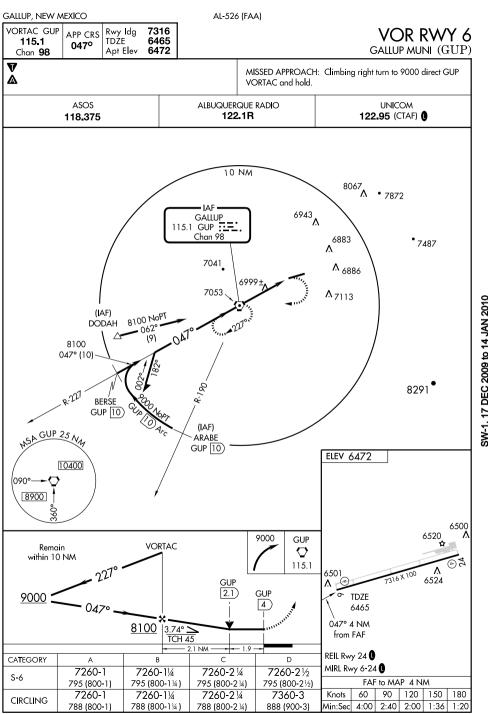


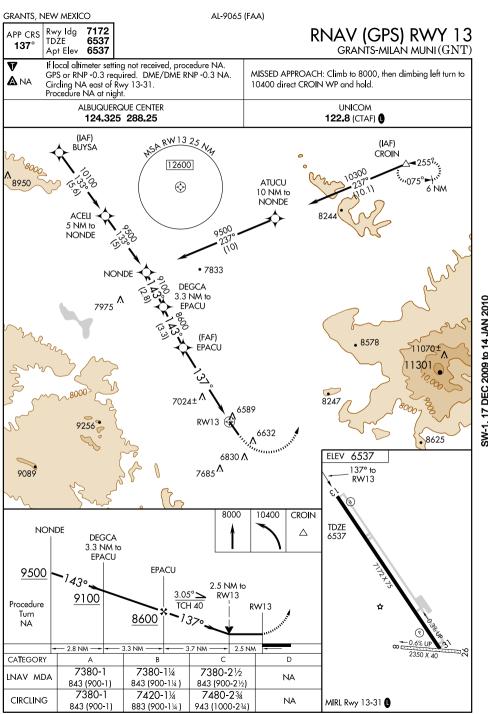




| GALLUP, NEW  | MEXICO                      |  | AL-52                               | 6 (FAA)   |   |
|--|-----------------------------|--|-------------------------------------|---|---|
| WAAS<br>CH <b>82099</b><br>W06A  | 0620                        | Rwy Idg <b>731</b> 0<br>TDZE <b>646</b><br>Apt Elev <b>647</b> 3 | 5                                   |   | RNAV (GPS) RWY 6 GALLUP MUNI (GUP)      |
| DME/DME RNP-0.3 NA.  DME/DME RNP-0.3 NA.  VDP NA with Window Rock altimeter setting.  If local altimeter setting not received, use Window Rock altimeter setting and increase all DAs/MDAs 80 feet.  MISSED APPROACH: Climb to 9500 direct BAXTU and hold.   |                             |  |                                     |   |   |
| ASOS<br>118.375  |                             |  |                                     | RQUE RADIO<br><b>2.1R</b>                           | UNICOM<br><b>122.95</b> (CTAF) <b>(</b> |
| (IAF) (IF, GRINT 2A' 8 NM 9400 056°  | /IAF) 8900 13.2 NoPT        | 062° (3) (FA<br>COVRA HUN<br>9400 h<br>248                       | GALLUP<br>GUP<br>o ZUPRA<br>° (8.4) | A <sup>6943</sup> 6883 A √06 √06 √07 6886 4± A 7113 | ELEV 6472                               |
| 8 NM ZUPRA HUMGI CIBDI 9500 BAXTU HUMGI CIBDI 6520 6500 A SW06 8900 8900 8900 A SW06 500 |                             |  |                                     |   |   |
| GS 3.00°<br>TCH 45   | -<br>A                      | 3.2 NM   |                                     | 0.7 2.4 NM D  | 062° to RW06                            |
| LPV DA   | DA   6/59-1 294 (300-1)     |  |                                     |   |   |
| LNAV/ DA   |                             |  | NA                                  |   |   |
| LNAV MDA   | 7260-<br>795 (800-<br>7260- | -1) 795 (8C  | 00-1¼) 795 (800-2                   | 2¼) 795 (800-2½)                                    | REIL Rwy 24 🚺                           |
| CIRCLING   | 788 (800-                   |  |                                     |   | MIRL Rwy 6-24 0                         |







Rwy Ida 7172 APP CRS TDŹE 6522 3120 Apt Elev 6537

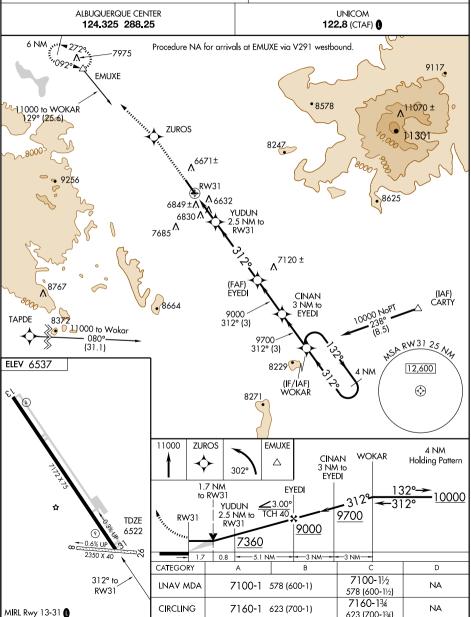
GRANTS, NEW MEXICO

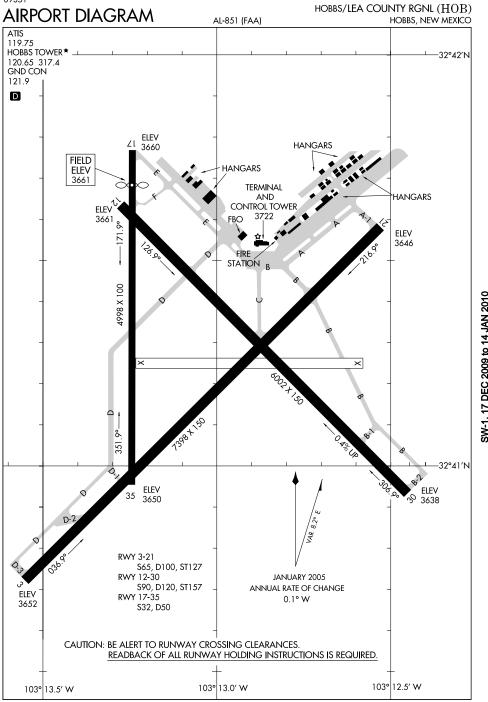
## RNAV (GPS) RWY 31 GRANTS-MILAN MUNI (GNT)

623 (700-134)

SW-1, 17 DEC 2009 to 14, IAN 2010

77 GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. MISSED APPROACH: Climb to 11000 direct ZUROS WP and Circling not authorized east of Rwys 13-31. left turn via 302 ° track to EMUXE WP and hold. A NA ALBUQUERQUE CENTER UNICOM





HOBBS, NEW MEXICO AL-851 (FAA) LOC/DME I-HOB 7398 APP CRS Rwy Ida ILS or LOC RWY 3 TDŹE 3652 108.5 0350 HOBBS/LEA COUNTY RGNL (HOB) Apt Elev 3661 Chan 22 When control tower closed, except for operators with MALSR approved weather reporting service, use Carlsbad MISSED APPROACH: Climb to 5000 then climbing left altimeter setting. VDP NA when using Carlsbad altimeter turn to 6000 direct HOBBS VORTAC then via HOB setting. For inoperative MALSR, increase Carlsbad VORTAC R-234 to DYFTT INT/HOB 13 DMF and hold. altimeter setting S-ILS all Cats visibility to 13/4 mile. ATIS UNICOM HOBBS TOWER ★ GND CON FORT WORTH CENTER 120.65 (CTAF) 0 317.4 119.75 121.9 122.95 133.1 298.95 (IAF) YOYUR 6000 NoPT LOCALIZER 108.5 SA HOB 25 NA to PREPP HOB [13] І-НОВ ∷--HOB 13)Arc 6600 3997 Chan 22 <sup>4465</sup>∧ 4267  $\Diamond$ **∧** 4041 **∆**4035± (IAF) ۸<sub>4228</sub> **WOKAM** 3701± HOB 13 6000 NoPT to PREP – IAF – HOBBS HOB 111.0 HOB **∺** <del>...</del> <del>...</del> Chan 47 13 HOBDO OM I-HOB 4.6 R-234 (IAF) DYETT HOB [13] (IAF) ZUSDA HOB [13] 6000 NoPT HOB 13) Arc (IF) 6000 HOP PREPP I-HOB 17.6 HOB 112.1 INK Chan 58 **ELEV** 3661 D 5000 6000 HOB VORTAC Remain HOB DYETT within 10 NM R-234 Δ HOBDO OM 111.0 3696 I-HOB 4.6 Use I-HOB DME when on the localizer course. 5300 **TWR** I-HOB 0350. 3722 4756 کی . **۸** 3700± I-HOB 2.3) 1.3) GS 3.00° 4800 TCH 48 **∧** 3669± -2.3 NM -1 NM CATEGORY D S-ILS 3 3852-1/2 200 (200-1/2) TDZE 4020-3/4 3652 S-LOC 3 4020-1/2 368 (400-1/2) 368 (400-3/4) **∧** 3687 4120-1 4140-1 4140-11/2 4220-2 CIRCLING 459 (500-1) 479 (500-1) 559 (600-2) 479 (500-11/2) CARLSBAD ALTIMETER SETTING MINIMUMS 035° 3.3 NM MIRL Rwy 12-30 ( S-ILS 3 4133-11/4 481 (500-11/4) from FAF HIRL Rwy 3-21 ( 4300-11/2 4300-11/4 4300-1/2 S-LOC 3 648 (700-1/2) 648 (700-11/4) 648 (700-11/2) FAF to MAP 3.3 NM 180 4400-13/ 4420-13/ Knots 60 90 120 150 4420-21/4 4440-21/2 CIRCLING 759 (800-134) 739 (800-1%) 759 (800-21/4) 779 (800-2½) Min:Sec 3:18 2:12 1:39 1:19 1:06

SW-1, 17 DEC 2009 to 14 JAN 2010

HOBBS, NEW MEXICO AL-851 (FAA) LOC/DME I-HOB 7398 Rwy Ida LOC/DME BC RWY 21 APP CRS TDŹE 3649 108.5 2150 HOBBS/LEA COUNTY RGNL (HOB) Apt Elev 3661 Chan 22 When control tower closed, except for operators with approved weather **ODALS** MISSED APPROACH: Climb to 6000 direct reporting service, use Cavern City Air Terminal altimeter setting. HOB VORTAC then via HOB R-234 to Inoperative table does not apply. **♦** 1 DME from HOB VORTAC. Simultaneous reception of I-HOB and DYETT INT/13 DME and hold. HOB DME required. ATIS FORT WORTH CENTER HORRS TOWER ★ GND CON UNICOM 133.1 298.95 121.9 122.95 119.75 120.65 (CTAF) 0 317.4 6000 **FLUZE** 8-0/p HOB 17 Arc *0*353 \^5133 нов 17 (IAF) R.OA7 **KUCEY JAIMS** HOB 17 HOB 10.2 LOCALIZER 108.5 I-HOB ≝∷-5500 ZAVTI Chan 22 P. 201 (6.9) HOB [5.1] 3997 ۸<sup>4267</sup> SW-1, 17 DEC 2009 to 14 JAN 2010 4041<sub>1</sub> (IAF) R-276 ΛΛ Λ 4038 4120 ΛΛ Λ<sub>4228</sub> HEBIX . -4035± 6000 HOB 17 **HOBBS** 111.0 HOB **∷∷**-Chan 47 DYETT NSA HOB 25 NA **НОВ** 13 15 NM 6600 (IAF) **GECKE BACK COURSE ELEV** 3661 D HOB [17] 215° 5.6 NM 6000 HOB from FAF HOB DYETT **∆**3696  $\bigcirc$ **FLUZE** R-234 Δ HOB 17) 111.0 JAIMS TWR 3722 Disregard glide slope indications HOB 10.2 'n 3700± 6000 ☆ 4998 X ZAVTI TDZE 13.02° HOB 5.1) 3649 TCH 44 Procedure Turn <u>5500</u> **∧** 3669± NA - 0.6 5 NM 6.9 NM-CATEGORY Α C D 4080-11/4 4080-11/2 S-21 4080-1 431 (500-1) 431 (500-11/4) 431 (500-11/2) 3687 4120-1 4140-1 4140-11/2 4220-2 CIRCLING 459 (500-1) 479 (500-1) 479 (500-11/2) 559 (600-2) CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS 4360-2 4360-21/4 S-21 4360-1 711 (700-1) 711 (700-2) 711 (700-21/4) MIRL Rwy 12-30 1 4400-1 4420-11/4 4420-21/4 4440-21/2 CIRCLING HIRL Rwy 3-21 () 739 (800-1) 759 (800-11/4) 759 (800-21/4) 779 (800-21/2)

SW-1 17 DEC 2009 to 14 JAN 2010

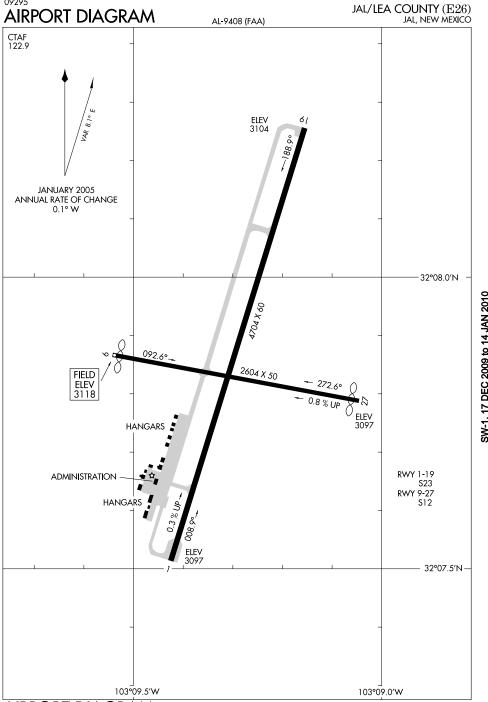
HOBBS, NEW MEXICO AL-851 (FAA) Rwy Ida 7398 APP CRS RNAV (GPS) RWY 21 TDŹE 3649 215° HOBBS/ LEA COUNTY RGNL (HOB) Apt Elev 3661 DME/DME RNP-0.3 NA **ODALS** MISSED APPROACH: Climb to 5600 Inoperative table does not apply to ODALS Rwy 21 When control tower closed, except for operators with approved direct FIBGA and hold. weather reporting service, use Cavern City Air Terminal altimeter setting. ATIS FORT WORTH CENTER HOBBS TOWER \* GND CON UNICOM 120.65 (CTAF) 0 317.4 121.9 122.95 119.75 133.1 298.95 8 NM NSA RW21 25 Ny 6600 (IF/IAF) **(** - DEKEC **₹**4328 (IAF) (FAF) 6000 NoPT **ZEGBO** ROBRY 310° (5) KOYES 2.6 NM to A 4094 ± 3997 SW-1, 17 DEC 2009 to 14, IAN 2010 <sup>4041</sup> ∧ 4267 RW2 ∧ 4035± ۸<sub>4228</sub> 4120 6000 to DEKEC 037° (18) HOBBS HOB **FIBGA** ANEEL **ELEV** 3661 D 5600 VGSI and descent angles not coincident. **FIBGA** MM 8 215° to DEKEC Holding Pattern **RW21** 3696 ROBRY KOYES **TWR** 2.6 NM to 6000 ک∴ **∧** \$3700± 3722 RW21 \_ ∠3.05° ☆ TCH 44 **RW21** TDZE 215 5500 \*4700 when using 3649 Cavern City Air Terminal **∧** 3669± 4500\* altimeter setting. 2.6 NM -3 NM 7.9 NM-CATEGORY D 4080-11/4 4080-11/2 LNAV MDA 4080-1 431 (500-1) 431 (500-11/4) 431 (500-11/2) 4120-1 4140-11/2 4220-2 4140-1 CIRCLING 459 (500-1) 479 (500-1) 479 (500-11/2) 559 (600-2) CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS 4360-2 4360-21/4 LNAV MDA 4360-1 711 (700-1) 711 (700-2) 711 (700-21/4) MIRL Rwy 12-30 ( 4400-1 4420-11/4 4420-2 1/4 4440-21/2 CIRCLING HIRL Rwy 3-21 739 (800-1) 759 (800-11/4) 759 (800-21/4) 779 (800-21/2)

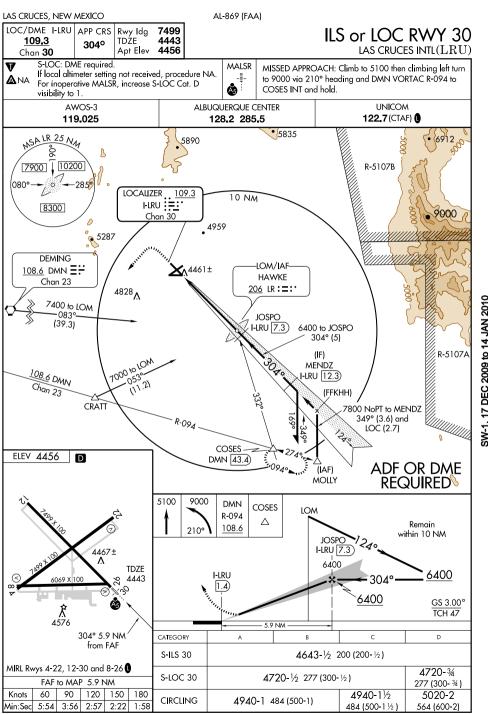
HOBBS, NEW MEXICO AL-851 (FAA) 6001 Rwy Ida RNAV (GPS) RWY 30 APP CRS TDŹE 3649 305° HOBBS/LEA COUNTY RGNL (HOB) Apt Elev 3661 DME/DME RNP-0.3 NA. V When control tower closed, except for operators with approved weather MISSED APPROACH: Climbing left turn to 6000 Α reporting service, use Cavern City Air Terminal altimeter setting. direct IFNOF and hold. VDP NA with Cavern City Air Terminal altimeter setting FORT WORTH CENTER HOBBS TOWER ★ GND CON UNICOM 119.75 133.1 298.95 120.65 (CTAF) 0 317.4 121.9 122.95 △ ELOYE ∧ <sup>3997</sup> ۸<sup>4297</sup> 4041 <u>^</u> **RW30** ∧4035 ± ۸ <sub>4228</sub> 4120 ∧ <sub>3905±</sub> SARW30 25 Ny HOBBS 🗸 HOB 6000 **∧** 4015 ± 1000 6600 (IAF) OJIRO CUKED  $\Diamond$ (IF/IAF) LISNY 8 NM DYETT booker 1040 ó (IAF) IFNOF 8 NM 2600 ... (IAF) ANEÉL **ELEV** 3661 6000 **IFNOF** HSNY 8 NM **1**3696 Holding Pattern OJIRO TWR 3722 1.3 NM to 305° 3700± RW30 ≤3.05° TCH 40 **RW30** 5500 **∧** 3669± TDZE 3649 **-**1.3<del>-</del> -4.3 NM 6.1 NM -CATEGORY Α D 4100-11/4 4100-11/2 4100-1 451 (500-1) LNAV MDA 451 (500-11/4) 451 (500-11/2) Λ 3687 305° to 4120-1 4140-1 4140-11/2 4220-2 RW30 CIRCLING 459 (500-1) 479 (500-1) 559 (600-2) 479 (500-11/2) CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS 4380-21/4 4380-2 LNAV MDA 4380-1 731 (800-1) 731 (800-2) 731 (800-21/4) MIRL Rwy 12-30 ( 4400-1 4420-11/4 4420-21/4 4440-21/2 CIRCLING HIRL Rwy 3-21 739 (800-1) 759 (800-11/4) 759 (800-21/4) 779 (800-21/2)

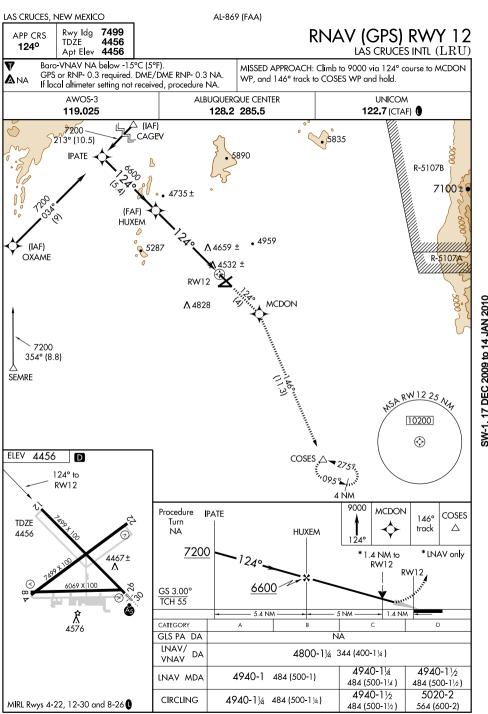
SW-1 17 DEC 2009 to 14 JAN 2010

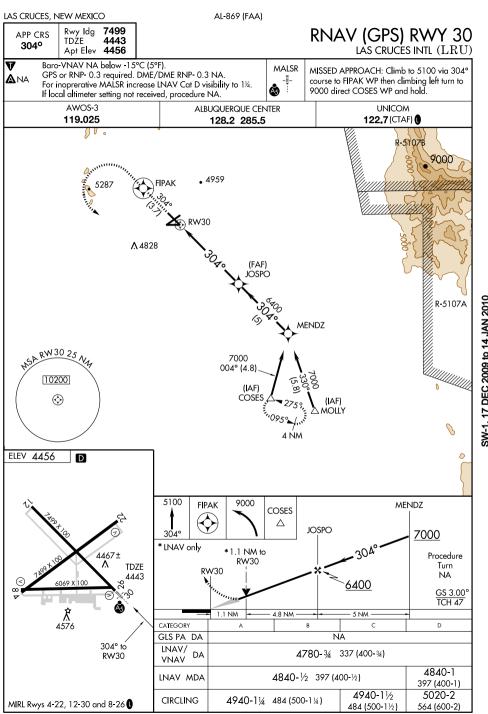
HOBBS, NEW MEXICO AL-851 (FAA) VORTAC HOB Rwy Ida 7398 VOR/DME or TACAN RWY 21 APP CRS 111.0 TDŹE 3649 212° HOBBS/LEA COUNTY RGNI (HOR) Apt Elev 3661 Chan **47** When control tower closed, except for operators with approved MISSED APPROACH: Climb to 6000 direct **ODALS** weather reporting service, use Cavern City Air Terminal altimeter setting. HOB VORTAC then via HOB R-234 to Inoperative table does not apply. DYETT INT/13 DME and hold. Straight-in minimums NA when using Cavern City Air Terminal altimeter setting. ATIS FORT WORTH CENTER HOBBS TOWER ★ GND CON UNICOM 120.65 (CTAF) 0 317.4 133.1 298.95 121.9 122.95 119.75 6000 NOPT KNIFE 5133<sub>Λ</sub> HOB 17 Arc MSA HOB 25 NA 4.03V HOB 17 6600 (IAF) (IAF) KUCEY CRARY HOB 17 6000 NoPT HOB 10.2 to KNIFE HOB 17)Arc 5500 **FCFSA** 212° (6.8) HOB 6.7) 3858 3769± ۸<sup>4267</sup> (IAF) HOB 17 Arc <sub>4041</sub>^ -4035± HEBIX ۸<sub>4228</sub> HOB 17 4120 SW-1, 17 DEC 2009 to 14, IAN 2010 5500 to CRARY 032° (10.2) DYETT R.113. HOB 13 **HOBBS** 111.0 HOB **∷∷**-Chan 47 (IAF) GECKE HOB 17 3661 **ELEV** D 212° 5.7 NM HOB 6000 **CRARY** from FAF HOB DYETT HOB 10.2 Remain  $\Diamond$ 3696 within 10 NM R-234 Δ 111.0 03<sub>2°</sub> 0 TWR **ECESA** 3722 3700± HOB HOB (6.7) 4998 5500 4.5 ∠3.01° TDZE 5500 TCH 44 3649 4400\* \*4700 when using Cavern City **∧** 3669± Air Terminal altimeter setting. 2.2 NM 3.5 NM · CATEGORY D Α 4080-11/4 4080-11/2 S-21 4080-1 431 (500-1) 431 (500-11/4) 431 (500-11/2) 4140-1 4220-2 4120-1 4140-11/2 CIRCLING 459 (500-1) 479 (500-1) 479 (500-11/2) 559 (600-2) CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS S-21 NA MIRL Rwy 12-30 4420-11/4 4420-21/4 4440-21/2 4400-1 CIRCLING HIRL Rwy 3-21 1 759 (800-11/4) 759 (800-21/4) 779 (800-21/2) 739 (800-1)

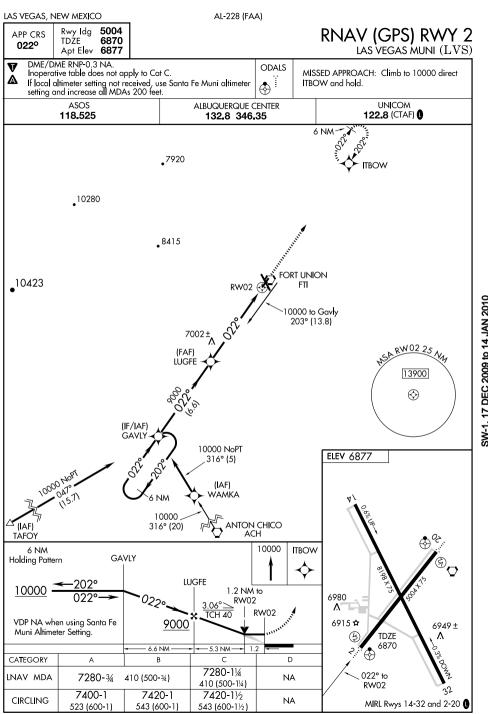
HOBBS, NEW MEXICO AL-851 (FAA) VORTAC HOB 7398 Rwy Ida APP CRS VOR or TACAN RWY 3 111.0 TDŹE 3652 0310 HOBBS/LEA COUNTY RGNL (HOB) Apt Elev 3661 Chan **47** When control tower closed, except for operators with approved MALSR MISSED APPROACH: Climb to 5000 then climbing weather reporting service, use Cavern City Air Terminal left turn to 6000 direct HOB VORTAC, then via HOB altimeter setting. For inoperative MALSR increase Cat D S-3 visibility to 11/4 miles. R-234 to DYETT INT/13 DME and hold. VDP NA when using Cavern City Air Terminal altimeter setting HOBBS TOWER ★ **ATIS** FORT WORTH CENTER GND CON UNICOM 120.65 (CTAF) 0 317.4 121.9 122.95 119.75 133.1 298.95 (IAF) MSA HOB 25 NA YOYUR 6000 NoPT HOB [13) to NEETO 6600 HOB 13)Arc **∧** 3997  $\Diamond$ 4267 4465 4041 ∆4035± (IAF) 4120 A ۸<sub>4228</sub> **WOKAM** 3754 ± HOB [13] 8 B [3 SW-1, 17 DEC 2009 to 14, IAN 2010 (IAF) HOBBS DYETT .0 НОВ <u>—</u> HOB 13 Chan 47 (IAF) ZUSDA HOB 13 6000 NoPT HOB 13)Arc **NEETO** HOB [13) 6000 NOPT ELEV HOB (13) Arc 3661 D 5000 6000 HOB HOB DYETT Remain VORTAC 3696 Δ within 10 NM R-234 111.0 TWR 3722 ۸ ۰۰ ج 3700± HOB ☆ 5300 3.17°≤ 2.3 HOB TCH 48 3.3 4800 **∧** 3669± 2.3 NM +1 NM → В D TDZE CATEGORY 3652 4020-1 S-3 4020-1/2 368 (400-1/2) 368 (400-1) **∧** 3687 4120-1 4140-1 4220-2 4140-11/2 CIRCLING 559 (600-2) 459 (500-1) 479 (500-1) 479 (500-11/2) 031° 3.3 NM MIRL Rwy 12-30 ( CAVERN CITY AIR TERMINAL ALTIMETER SETTING MINIMUMS from FAF HIRL Rwy 3-21 ( 4300-11/4 4300-11/2 4300-1/2 648 (700-1/2) S-3 648 (700-11/4) 648 (700-11/2) FAF to MAP 3.3 NM 4400-1 Knots 60 90 120 150 180 4420-11/4 4420-21/4 4440-21/2 CIRCLING 759 (800-11/4) 739 (800-1) 759 (800-21/4) 779 (800-21/2) Min:Sec 3:18 2:12 1:39 1:19 1:06



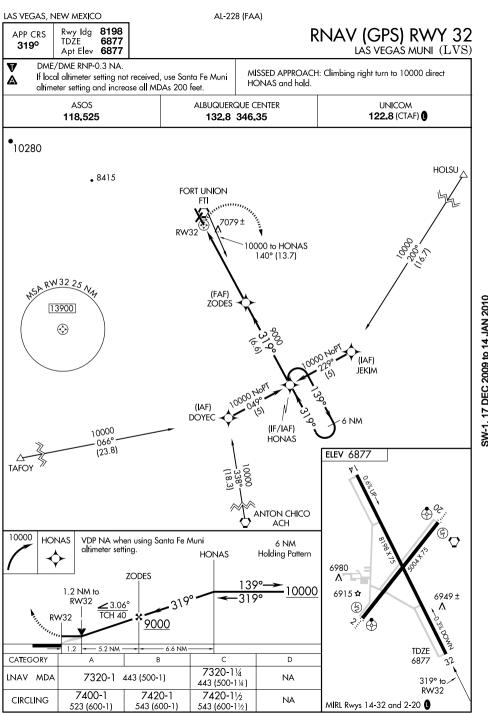


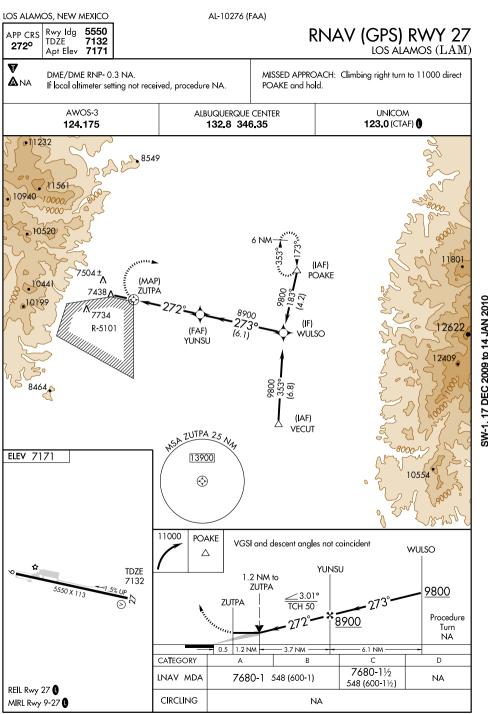


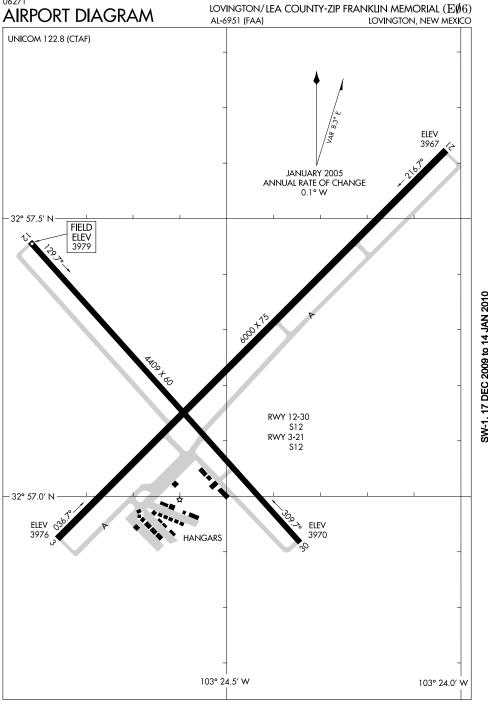


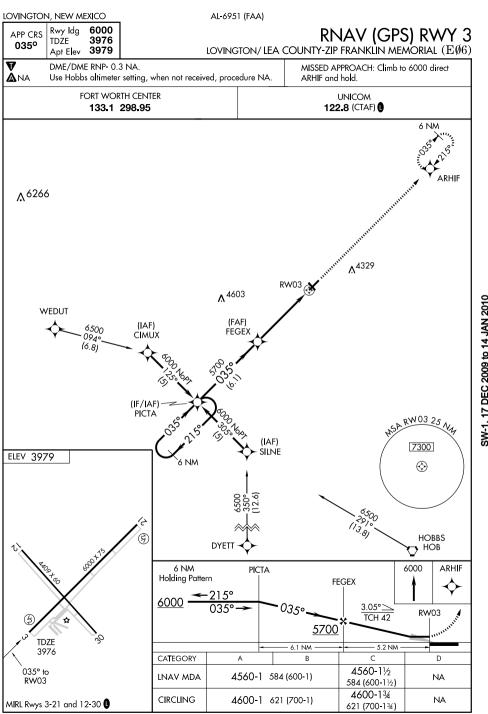


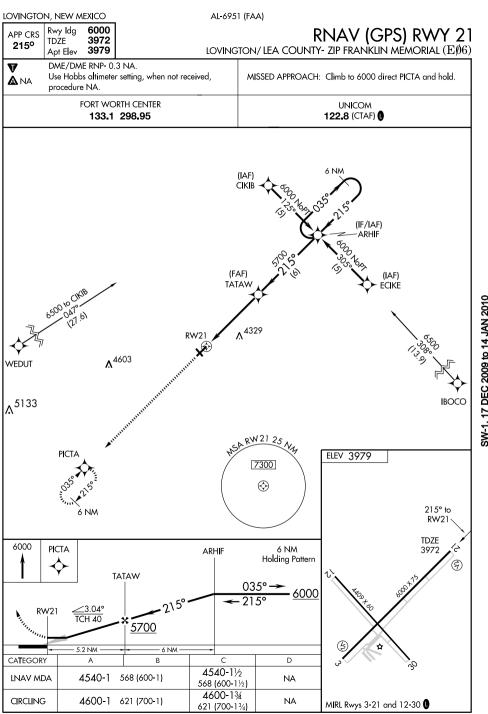
LAS VEGAS, NEW MEXICO AL-228 (FAA) RNAV (GPS) RWY 20 LAS VEGAS MUNI (LVS) Rwy Ida 5004 APP CRS TDŹE 6867 202° Apt Elev 6877 DME/DME RNP-0.3 NA ODALS MISSED APPROACH: Climb to 10000 direct If local altimeter setting not received, use Santa Fe Muni GAVLY and hold. altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA when using Santa Fe Muni altimeter setting. ASOS ALBUQUERQUE CENTER **UNICOM** 118,525 132.8 346.35 122.8 (CTAF) 0 CELAV A 15A RW 20 25 NA 13900 **(** (IAF) 6 NM JÈMAK 9280 10000 NoPT 164° (5) (IF/IAF) ITBOW SW-1 17 DEC 2009 to 14 JAN 2010 7920 10000 NOPT OVAZO 7119± (IAF) 8415 HOLŚU SOPKE 1.6 NM to 10000 to ITBOW **RW20** 021° (13) FORT UNION FTI ELEV 6877 MISSED APCH FIX GAVLY 202° to RW20 10000 **GAVLY** VGSI and descent angles 6 NM **ITBOW** not coincident. Holding Pattern **OVAZO** SOPKE 6980 10000 1.6 NM to 202° ۸ **RW20** ≤3.06° **RW20** 6915 🏚 TCH 40 🖈 6949 ± 9000 \*7600 when using Santa Fe Muni altimeter setting. 7400\* 1.6 NM 4.9 NM 6.5 NM C D CATEGORY Α В NA LNAV MDA 7260-3/4 393 (400-3/4) 7400-1 7420-1 7420-11/2 CIRCLING NA MIRL Rwys 14-32 and 2-20 0 523 (600-1) 543 (600-1) 543 (600-11/2)

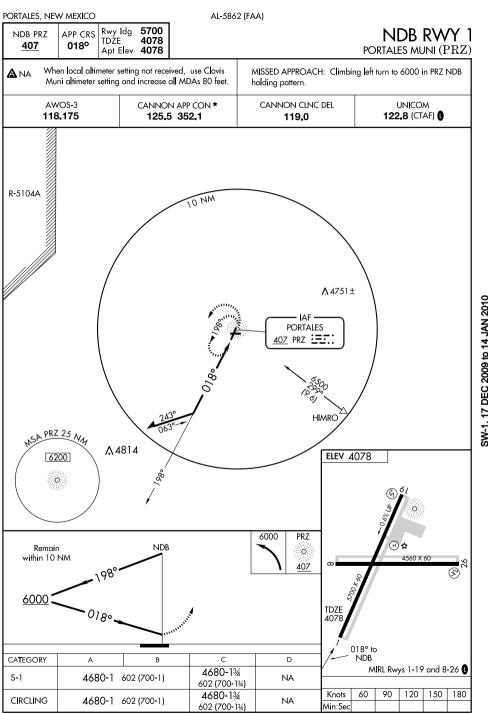


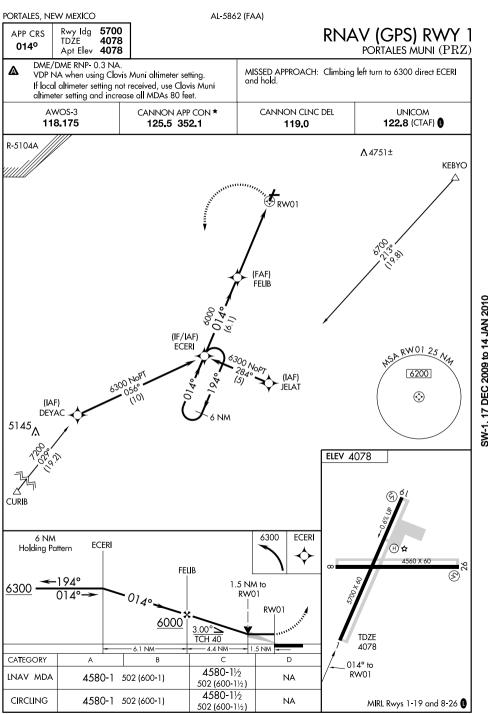


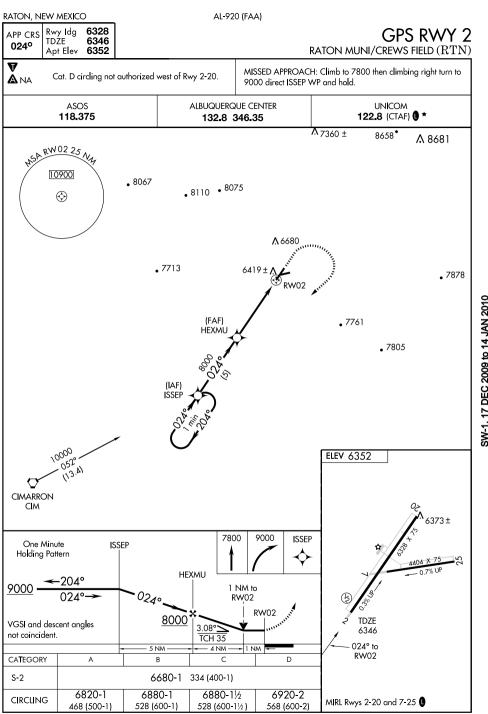




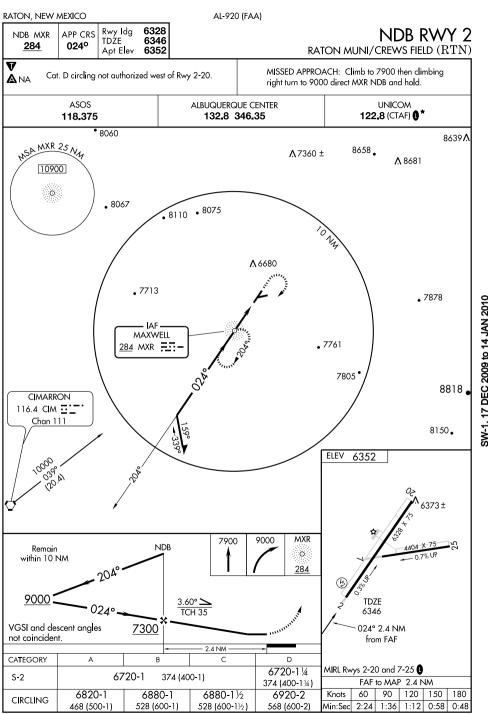


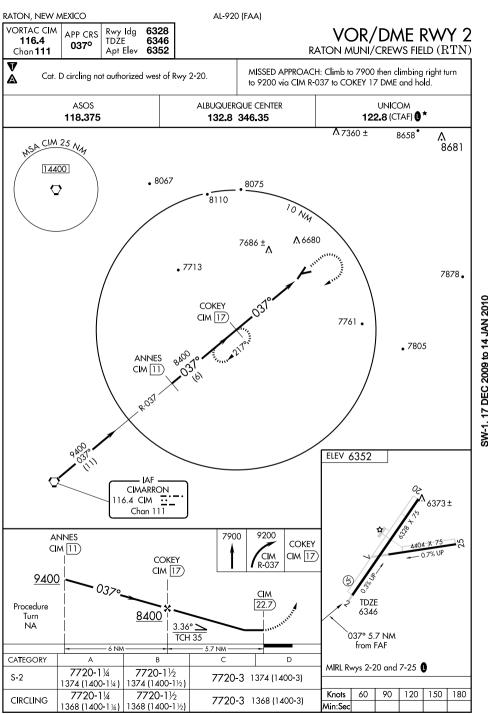


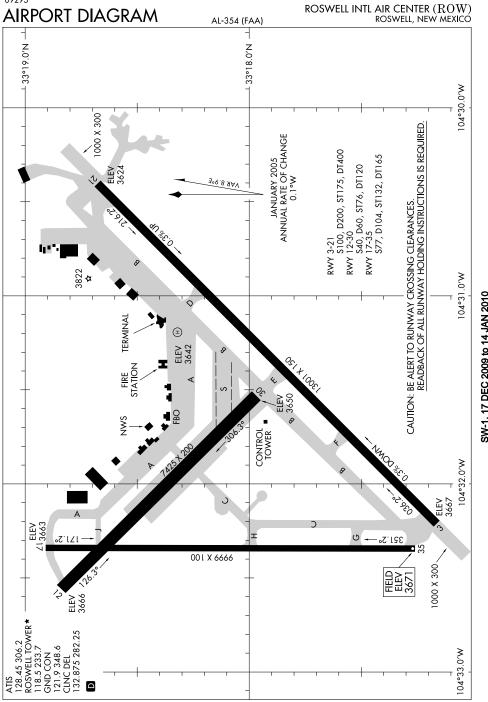


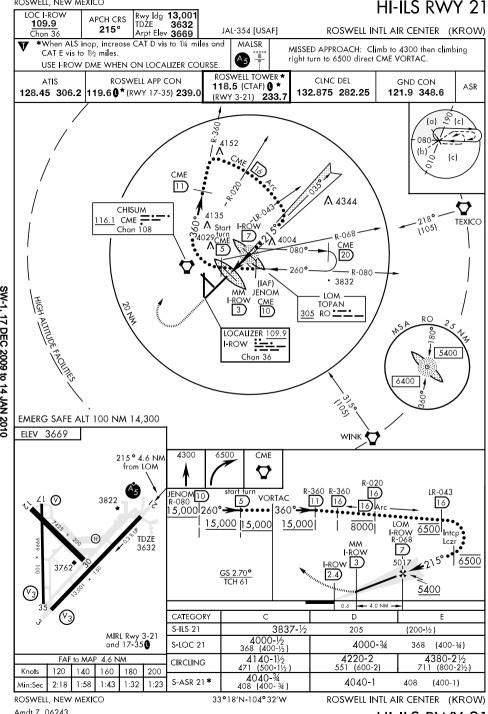


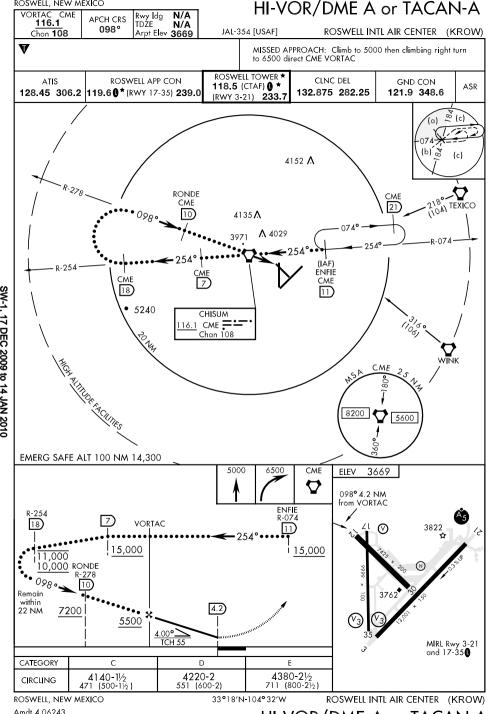
|   | (FAA)                    | AL-920                                   | MEXICO                                  | RATON, NEV  |  |
|---|--------------------------|--|---|---|--|
| GPS RWY 2<br>ATON MUNI/CREWS FIELD (RT)   | F                        |  | wy Idg 4404<br>DZE 6338<br>pt Elev 6352 | 2480  |  |
| Climbing left turn to 10600 direct        |                          | horized west of Rwy 2-20.                | Cat. D circling not autho               | V<br>Ana  |  |
| UNICOM<br><b>122.8</b> (CTAF) <b>()</b> * |                          | ALBUQUERQ<br>132.8 3                     | ASOS<br>118.375                         |   |  |
| ECDOL \$\frac{1}{2}\$                     |                          |  |   | *8025   |  |
| 8.  | <b>∧</b> <sup>8681</sup> | <b>∧</b> 7360± 8658•                     |   |   |  |
| 9/V                                       |                          |  | 8075                                    |   |  |
| 00 (IAF)                                  |                          |  | .00/3                                   | •<br>8110   |  |
| 00<br>48°<br>3.3)                         | $\rightarrow$            | (FAF)<br>GIBSO 8200                      | V <sub>9980</sub>                       |   |  |
|   | . 7878                   | RW25 (5)                                 |   |   |  |
|   | 9400<br>337°<br>(6)      | • <i>7</i> 761                           | 10300<br>2067°<br>(21.3)                |   |  |
|   | (IAF)<br>HORGO           | . 780.                                   | rurururur                               | ıırı  |  |
| •8818                                     |                          | pW25 26                                  | )<br>(21.3)                             | . Introduction of the land of |  |
| _8363<br>ELEV 6352                        | 8150。                    | 10900 10900                              | H FIX                                   | SAYKA<br>MISSED AP  |  |
|   |                          | ( ⊗                                      | 21 A                                    | ADOZO   |  |
| 0≥<br>100 6373 ±                          |                          |  | <sub>02</sub> ,                         | 10600   |  |
| * TDZE 6338                               | KEFPO                    | GIBSO                                    | ozo                                     | AI  |  |
| 9 38 RW25                                 | 9400                     | 248°-                                    | NA/25                                   |   |  |
| (§)                                       | Procedure<br>Turn<br>NA  | *8200<br>FICH 40                         | W25                                     | A. A  |  |
|   | D                        | B C                                      | 4.7 NM                                  | CATEGORY  |  |
|   | 1                        | 6640-1 302 (300-1)                       |   | S-25  |  |
| MIRL Rwys 2-20 and 7-25 <b>(</b>          |                          | 6880-1 6880-13<br>528 (600-1) 528 (600-1 | 6820-1<br>468 (500-1)                   | CIRCLING  |  |

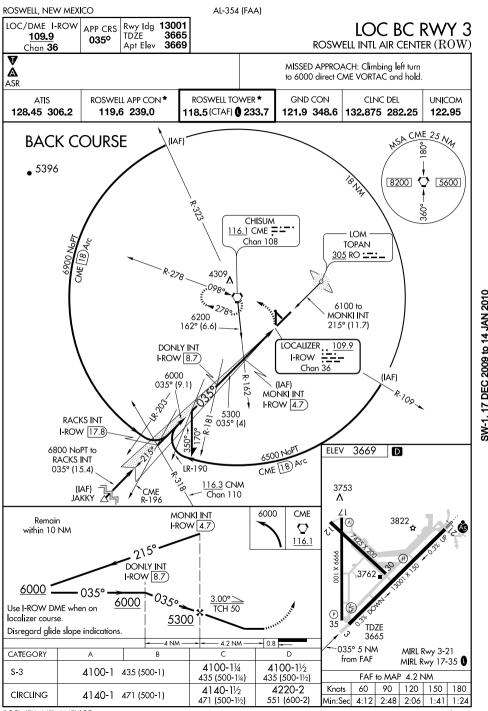


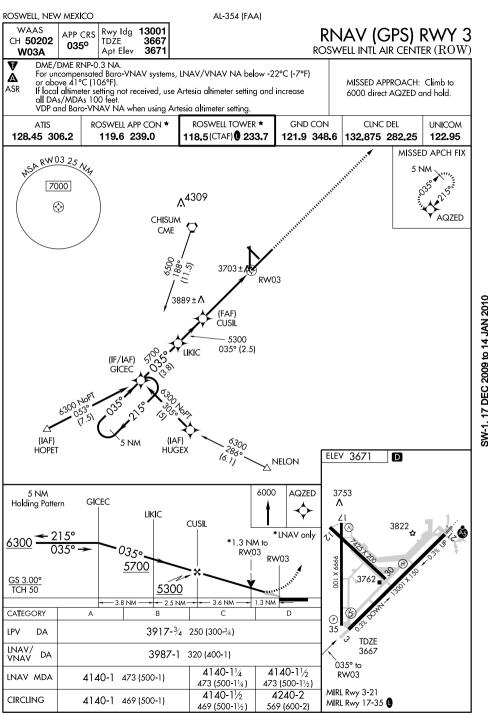




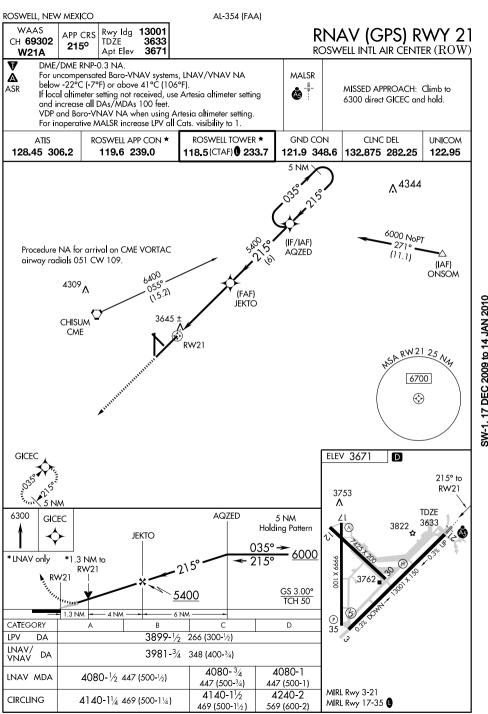


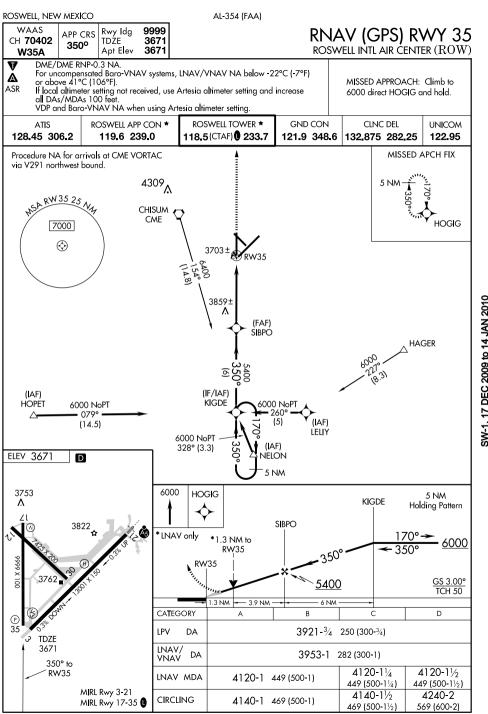


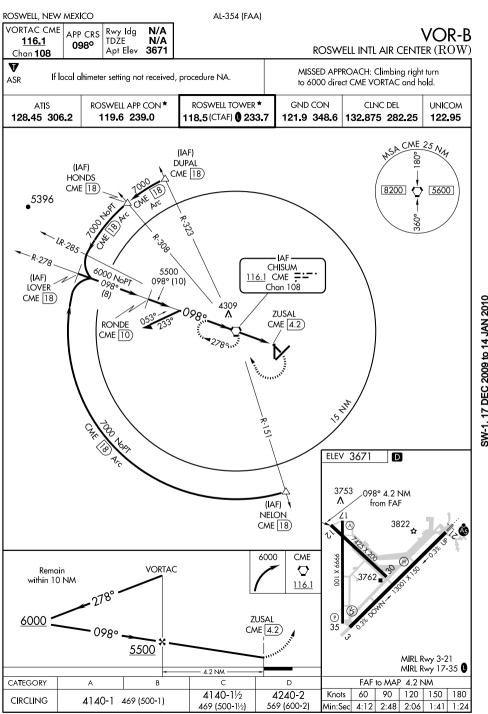




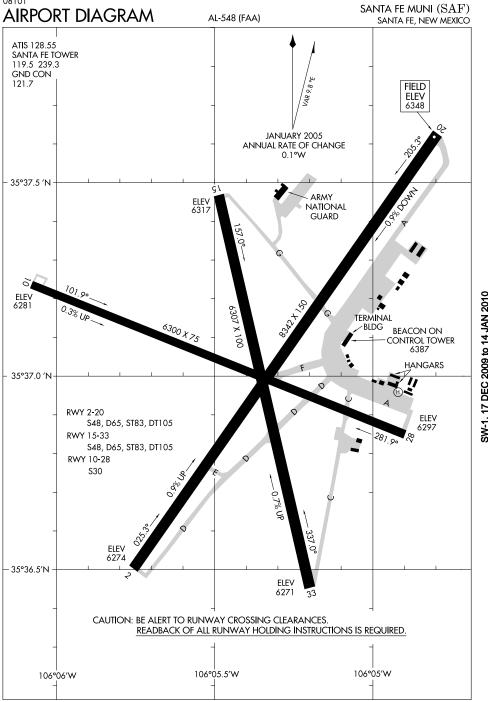
SW-1, 17 DEC 2009 to 14, IAN 2010

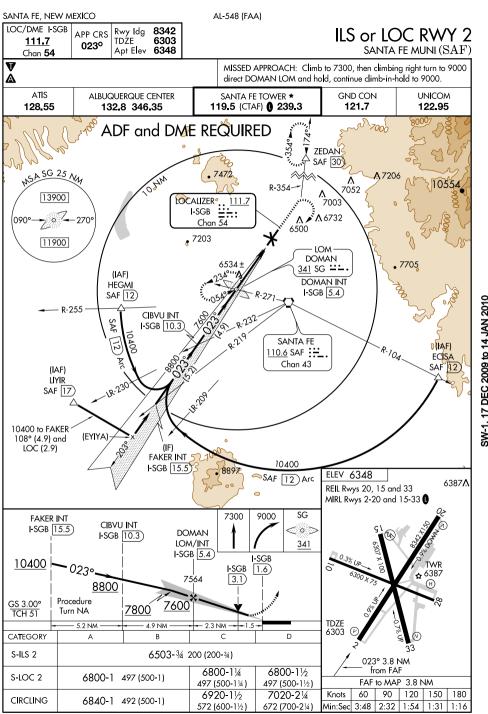






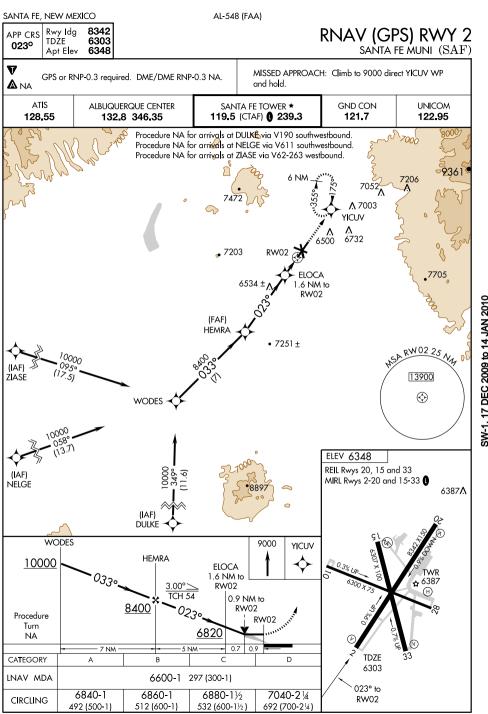
| RUIDOSO, NE   | EW MEXICO   |                       | AL-6922   | ? (FAA)                |  |
|---|---|-----------------------|---|------------------------|--|
| APP CRS<br><b>241°</b>  | Rwy Idg <b>809</b><br>TDZE <b>676</b><br>Apt Elev <b>68</b> 1 | 8                     |   | RUID                   | GPS RWY 24<br>OSO/SIERRA BLANCA RGNL (SRR) |
| If local altimeter setting not received, not authorized.  ANA ARM APPROACH MODE PRIOR |   |                       | procedure  MISSED APPROACH: Climbing left turn to 900 |                        |  |
|   | AWOS-3<br><b>126.475</b>                                      |                       | ALBUQUERQU<br>132,65                                  |                        | UNICOM<br>122.8 (CTAF) <b>(</b>            |
|   | DYS 25 N <sub>M</sub> , 3100  ⊕                               |                       | . 10015   | CORONA CHX             | ( )  |
|   |   | AF)<br>NTE            | <b>∧</b> 10315  | . 10083                | (IAF)<br>BANGO                             |
| ,7385   | (MAP) RUDYS 2A1° 2 NM fro RUDYS                               |                       | ← 256° − (10)   | 346° (IAF              |  |
| • 76  |   | coc                   | DPS OGG.  | OON (53.6)             | TDZE KODIS                                 |
| 123°  | VGSI and desce  | HANTE                 | coincident.   | PLATS 9000             | @ 0099 X 100 L 00% UP (S)                  |
| CATEGORY  | 7400<br>A   | 1° - 84               | 10 NM —   | Procedur<br>Turn<br>NA |  |
| S-24  | <u> </u>  | (500-1)               | 7200-1¼<br>432 (500-1½                                | 7200-1½                |  |
| CIRCLING  | 7240-1<br>429 (500-1)   | 7300-1<br>189 (500-1) | 7320-11/2   | 7440-2                 | MIRL Rwys 6-24 and 12-30 (                 |

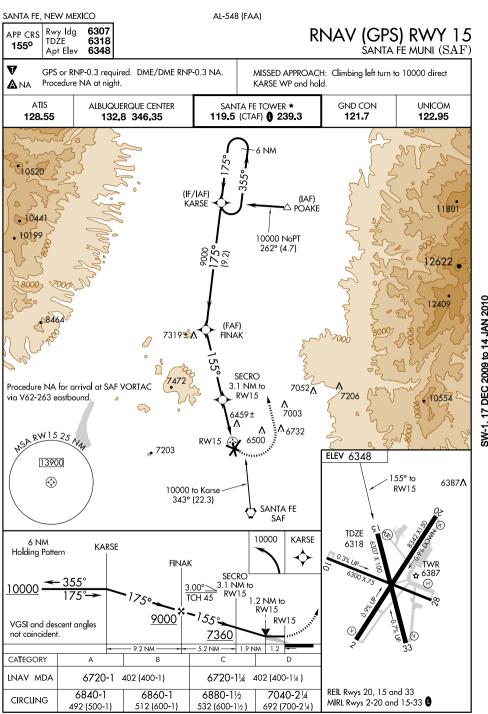




(POAKE1.POAKE) 07298 SANTA FE MUNI (SAF) POAKE ONE DEPARTURE SL-548 (FAA) SANTA FF. NEW MEXICO ATIS 128.55 GND CON TAOS 121.7 117.6 TAS :... SANTA FE TOWER★ Chan 123 119.5 (CTAF) 239.3 N36°36.53′-W105°54.38′ ALBUQUERQUE CENTER 132.8 346.35 1-8 **POAKE** N35°54.31' W106°00.68′ 10000 11000 357 [18] SAF NAMBE N35°47.35′ W106°01.70′ 3 (TEKVY) N35°40.38' W106°02.73′ 9000 8 NOTE: Chart not to scale. NOTE: DME required. CAUTION: Mountainous terrain all quadrants. SANTA FE 110.6 SAF := NOTE: This SID requires a minimum climb of Chan 43 220' per NM to 11,000' (550 FPM at 150K, N35°32.43′-W106°03.90′ 733 FPM at 200K, 916 FPM at 250K). L-8, H-4-6 V DEPARTURE ROUTE DESCRPTION TAKE-OFF RUNWAY 2: Climb on runway heading to.... TAKE-OFF RUNWAY 20: Climbing left turn to.... TAKE-OFF RUNWAY 33: Climbing right turn to heading 030° to.... ....Intercept and proceed via SAF R-354 to POAKE DME fix. Cross 8 DME north of SAF VORTAC at or below 9000'. Cross POAKE DME fix at or above 10000'. Thence via assigned (transition) or (route). SANTA FE TRANSITION (POAKE1.SAF): From POAKE DME fix left turn direct SAF VORTAC. Thence via (assigned route). Cross 18 DME north of SAF VORTAC at or above 11000'. TAOS TRANSITION (POAKE1.TAS): From POAKE DME fix via SAF R-354 and V83 (TAS R-174) to TAS VORTAC. Thence via (assigned route).

SW-1, 17 DEC 2009 to 14 JAN 2010

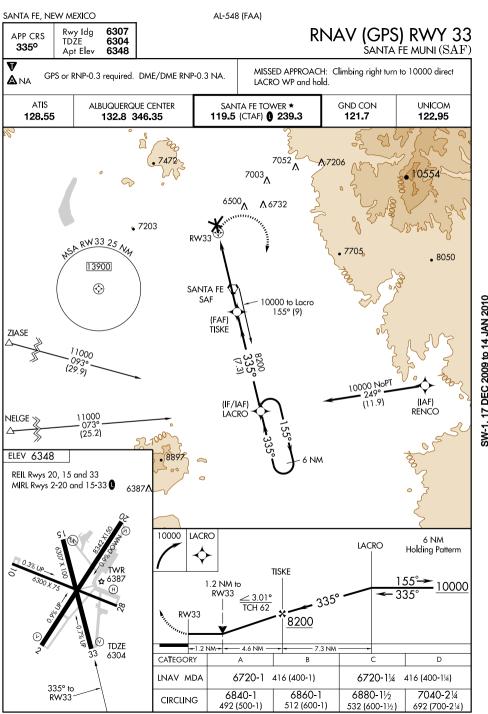




SANTA FE, NEW MEXICO AL-548 (FAA) RNAV (GPS) RWY 20 SANTA FE MUNI (SAF) Rwy Idg 8342 APP CRS TDŹE 6348 188° 6348 Apt Elev GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. MISSED APPROACH: Climb to 10500 direct JELBO WP Procedure NA at night. and hold ATIS ALBUQUERQUE CENTER SANTA FE TOWER \* GND CON UNICOM 128.55 119.5 (CTAF) 0 239.3 121.7 122.95 132.8 346.35 6 NM 10940 10520 13102 (IF/IAF) POAKE 12622 12409 (FAF) JETEK SW-1, 17 DEC 2009 to 14, IAN 2010 7472 SACBO ^<sub>7003</sub> 2.4 NM to ROYSO Λ 6732 6500 (MAP) 7203 ROYSO 7705 Procedure NA for arrival at SAF VORTAC via . 8050 V263-611 westbound. 11000 to Poake 355° (22) NoPT for arrival at POAKE via V83 southbound. 8212 SANTA FE SAROYSO 25/4 SAF **ELEV 6348** 14400 **JELBO** ( 6387**∧ TDZE** 6348 10500 JELBO 6 NM **POAKE** Holding Pattern **JETEK SACBO** 2.4 NM to **☆** 6387 **ROYSO** 11000 ≤3.00° **ROYSO** TCH 54 RW20 188 8500 7300 0.4 -2.4 NM-3.8 NM --10.6 NM-D CATEGORY 6900-11/2 6900-13/4 LNAV MDA 6900-1 552 (600-1) 552 (600-11/2) 552 (600-1 34) REIL Rwys 20, 15 and 33 6900-11/2 7040-2 1/4 CIRCLING 6900-1 552 (600-1) MIRL Rwys 2-20 and 15-33 **(** 552 (600-11/2) 692 (700-21/4)

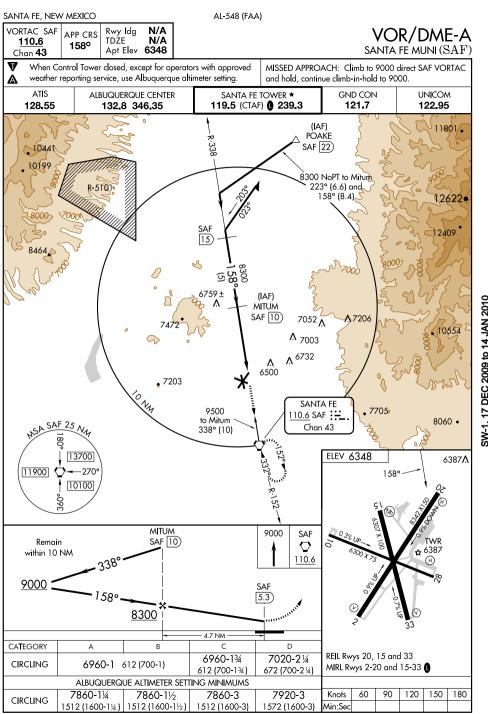
SANTA FE, NEW MEXICO AL-548 (FAA) RNAV (GPS) RWY 28 SANTA FE MUNI (SAF) Rwy Idg 6300 APP CRS TDŹE 6307 285° 6348 Apt Elev V GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climbing left turn to 9000 direct Procedure NA at night. LACRO WP and hold. ATIS ALBUQUERQUE CENTER SANTA FE TOWER ★ GND CON UNICOM 121.7 122.95 128.55 132.8 346.35 119,5 (CTAF) 0 239,3 A7206 **∧** 7052 7003<sub>1</sub> 10554 6500**∧ ∧**6732± (MAP) **7203** . ALEYI ۸<sup>6659</sup> 7705 COTAC 8050 3.9 NM to ALEY 10000 (FAF) 8212 SANTA FE ŻEBIŤ 1050 (15.4) SAF SA ALEYI 25 Mg 13900 UF/IAE  $\Diamond$ 10000 NOPT (IAF) CAYAL **ELEV 6348** 6387A Procedure NA for arrival at SAF VORTAC via V263-61 westbound. 9000 LACRO RENCO 6 NM ZEBIT Holding Pattern COTAC TWR 3.9 NM to **☆** 6387 ALEYI **TDZE** (H) 1.3 NM to ≤ 3.00° 6307 TCH 45 ALEY 307° ALEY RW28 .285 9200 7720 0.5 1.3 2.6 NM 4.6 NM -9.8 NM D CATEGORY Α 6920-134 6920-2 LNAV MDA 6920-1 613 (600-1) 613 (600-1%) 613 (600-2) REIL Rwys 20, 15 and 33 6920-13/4 7040-21/4 CIRCLING 6920-1 572 (600-1) MIRL Rwys 2-20 and 15-33 0 572 (600-1¾) 692 (700-21/4)

SW-1, 17 DEC 2009 to 14, IAN 2010



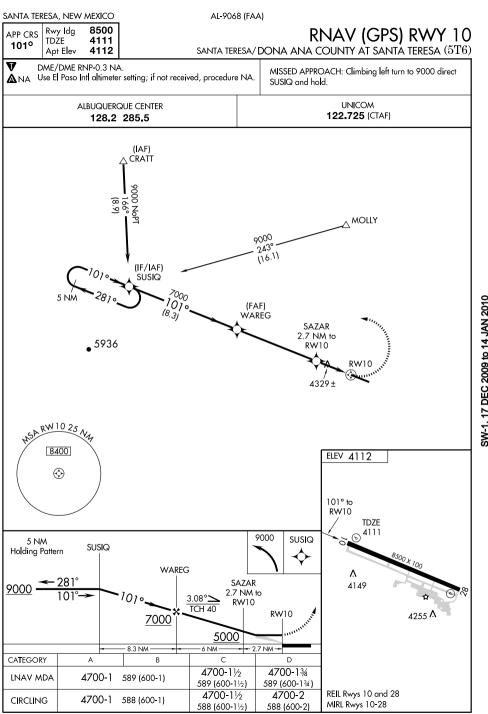
(TAFOY2.TAFOY) 07298 SANTA FE MUNI (SAF) TAFOY TWO DEPARTURE SI-548 (FAA) SANTA FE. NEW MEXICO ATIS 128.55 GND CON 121.7 SANTA FE TOWER★ 119.5 (CTAF) 239.3 ALBUQUERQUE CENTER 132.8 346.35 FORT UNION 117.3 FTI ∺ Chan 120 N35°39.45′-W105°08.14′ L-8, H-4-6 1040 SANTA FE ANTON CHICO 110.6 SAF ::-117.8 ACH :---Chan 43 Chan 125 N35°32.43′-W106°03.90 N35°06.70′-W105°02.40′ L-8, H-4-6 **TAFOY** N35°20.25' W105°34.54' CAUTION: Mountainous terrain all quadrants. NOTE: Takeoff runways 2, 33: Cat. A, B standard; Cat. C, D requires a minimum climb of 330'/NM until passing 9800' or a 2900' ceiling and 3 miles visibility. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 15: Climb direct to.... TAKE-OFF RUNWAY 20: Climbing left turn direct to.... TAKE-OFF RUNWAYS 2 & 33: Climbing right turn direct to.... ....the SAF VORTAC. Proceed via the SAF R-104 to TAFOY INT, climb and maintain 10000 MSL. Thence via assigned (transition) or (route). ANTON CHICO TRANSITION (TAFOY2.ACH): From over TAFOY INT, via V62/ ACH R-285 to ACH VORTAC. Thence via (assigned) route. FORT UNION TRANSITION (TAFOY2.FTI): From over TAFOY INT via V60/FTI R-215 to FTI VORTAC. Thence via (assigned) route.

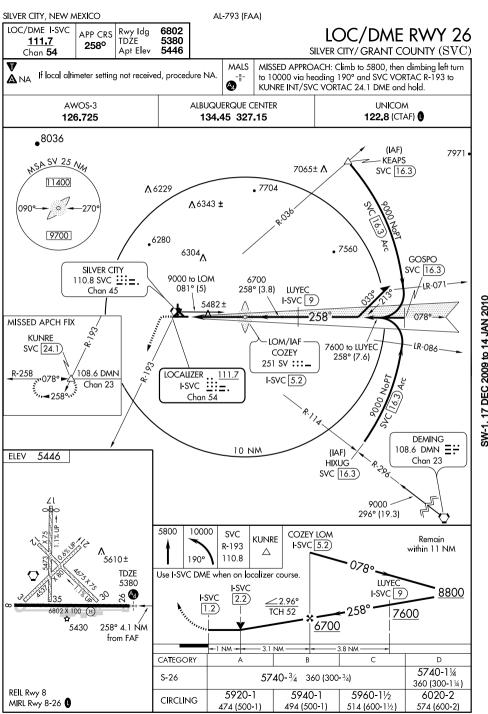
SW-1, 17 DEC 2009 to 14 JAN 2010

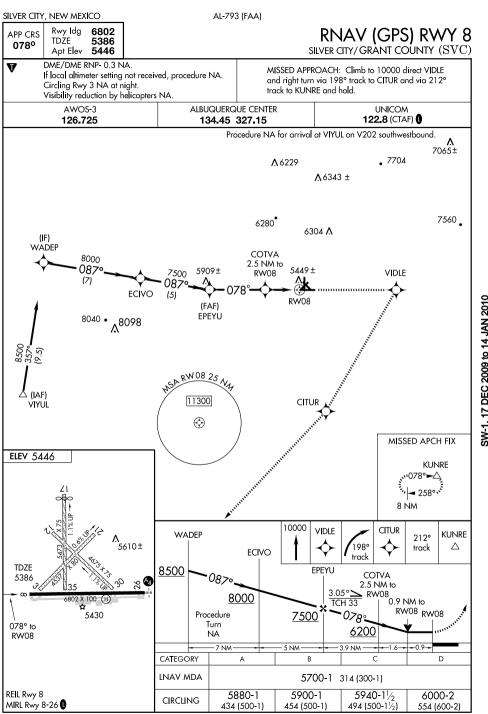


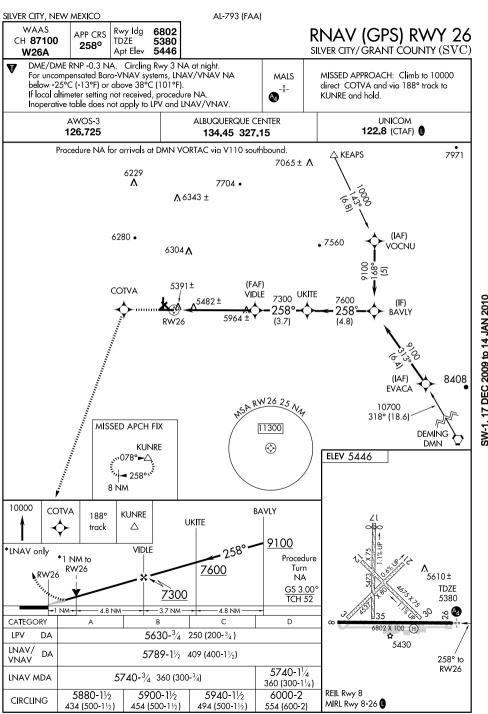
(ZIASE2.ZIASE) 07298 SANTA FE MUNI (SAF) ZIASE TWO DEPARTURE SANTA FE. NEW MEXICO SL-548 (FAA) ATIS 128.55 GND CON 121.7 SANTA FE TOWER★ 119.5 (CTAF) 239.3 ALBUQUERQUE CENTER 132.8 346.35 GALLUP 115.1 GUP :-= . ZIASE Chan 98 N35°31.42' N35°28.56′-W108°52.36′ W106°36.85' L-8, H-4 **CABZO** N35°30.27' 10000 W107°09.39' 11000 255 V62 255 27 54 (27)R-075 (93)SANTA FE 110.6 SAF :=\_ Chan 43 ALBUQUERQUE 113.2 ABQ :-:-Chan 79 N35°02.63'-W106°48.98' L-8, H-4 CAUTION: Mountainous terrain all auadrants. NOTE: Takeoff runways 2 and 33 requires a minimum climb of 280' per NM until passing 7900, or 1300' ceiling and 3 miles visibility. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 2 & 33: Climbing left turn to heading 200° to.... TAKE-OFF RUNWAY 15: Climbing right turn to heading 200° to.... TAKE-OFF RUNWAY 20: Climb on runway heading to.... ....intercept and proceed via SAF R-255 to ZIASE INT. Climb and maintain 9000' MSL. Thence via assigned (transition) or (route). ALBUQUERQUE TRANSITION (ZIASE2.ABQ): From over ZIASE INT via V263/ABQ R-006 to ABQ VORTAC. Thence via (assigned route). GALLUP TRANSITION (ZIASE2.GUP): From over ZIASE INT via V62/SAF R-255 and GUP R-075 to GUP VORTAC. Thence via (assigned route).

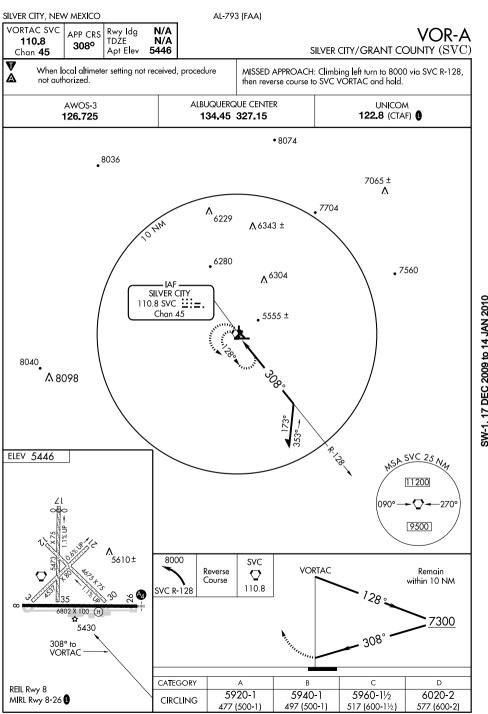
SW-1, 17 DEC 2009 to 14 JAN 2010

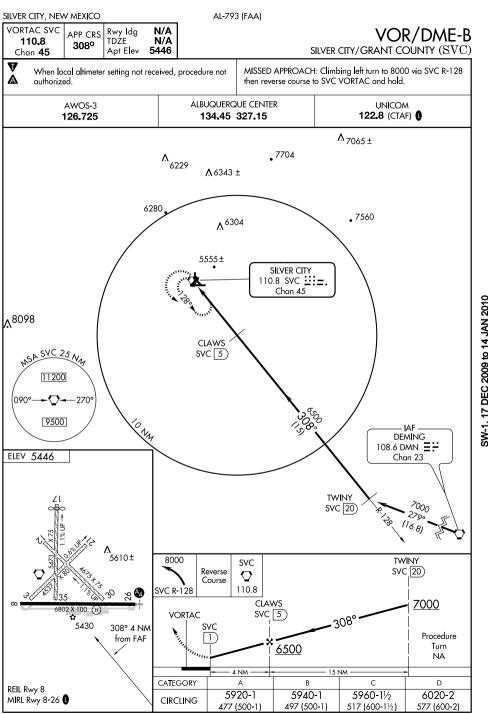






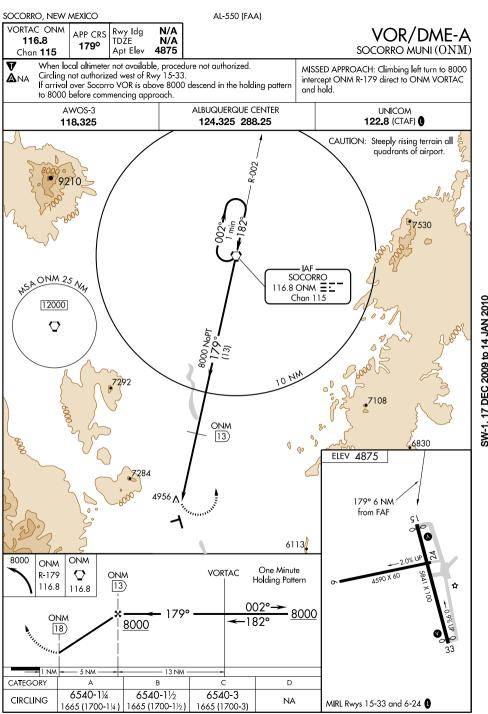


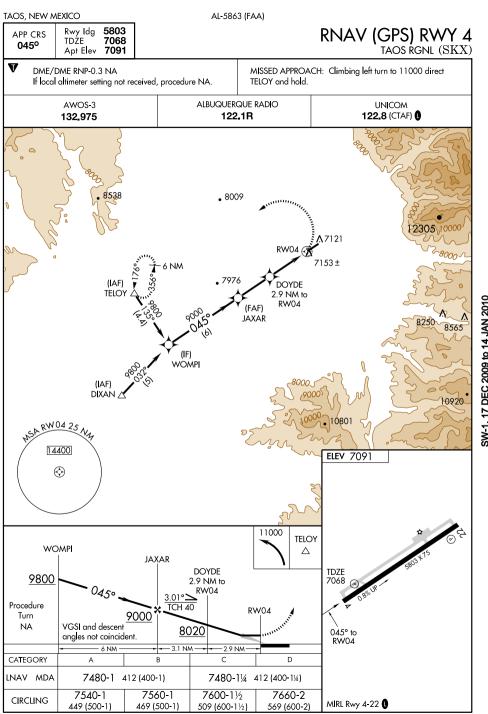


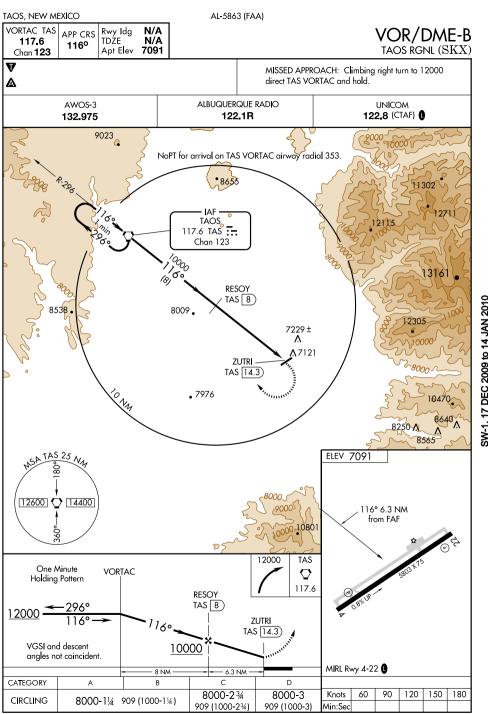


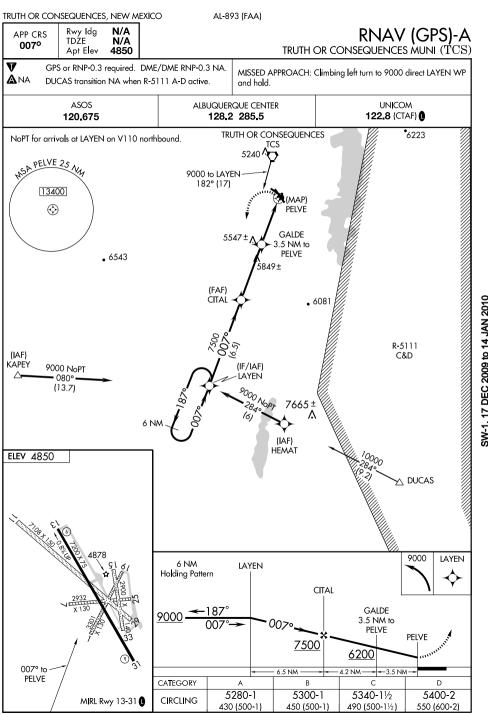
SOCORRO, NEW MEXICO AL-550 (FAA) Rwy Ida 5659 RNAV (GPS) Y RWY 33 APP CRS TDŹE 4782 345° SOCORRO MUNI (ONM) Apt Elev 4875 Circling NA west of Rwy 15-33. DME/DME RNP- 0.3 NA. 77 Visibility reduction by helicopters NA. Procedure NA when MISSED APPROACH: Climb to 8000 direct HAHCY **A** NA R-5107E active. Obtain local altimeter setting on CTAF; and via track 003° to ONM VORTAC and hold when not received, procedure NA. AWOS-3 ALBUQUERQUE CENTER UNICOM 118.325 122.8 (CTAF) 0 124.325 288.25 MISSED APCH FIX SOCORRO 7284 MMO 7 NM 9858 4947 HAHCY 10281 8600 174°-(34.8) SOCORRO 4854± ONM (MAP) 10783 6113 SATBÉ 10580 OBNAE 2.3 NM to R-5107 C & H SATBE SW-1, 17 DEC 2009 to 14 JAN 2010 (FAF) RASVE (IF/IAF) R-5107 B JAGOX SATBE 25 NA 12000 **ELEV** 4875 Ń٨  $\bigcirc$ (IAF) TRÙTH OR CONSEQUENCES R-5107 E **TCS** ς١ 8000 **HAHCY** ONM 7 NM trk **JAGOX** Holding Pattern 003° **RASVE** 4590 X 60 OBNAF 8300 ∠3.08° 345° 2.3 NM to TCH 50 SATBE **SATBE** 7800 VGSI and descent angles TDZE 4782 5700 not coincident. 0.5 2.3 NM 6.4 NM --6.2 NM-CATEGORY Α В D 5260-11/4 5260-1 LNAV MDA 478 (500-1) NA 478 (500-11/4) 5260-1 5340-1 5340-11/2 CIRCLING NA MIRL Rwys 15-33 and 6-24 **(** 385 (400-1) 465 (500-11/2) 465 (500-1)

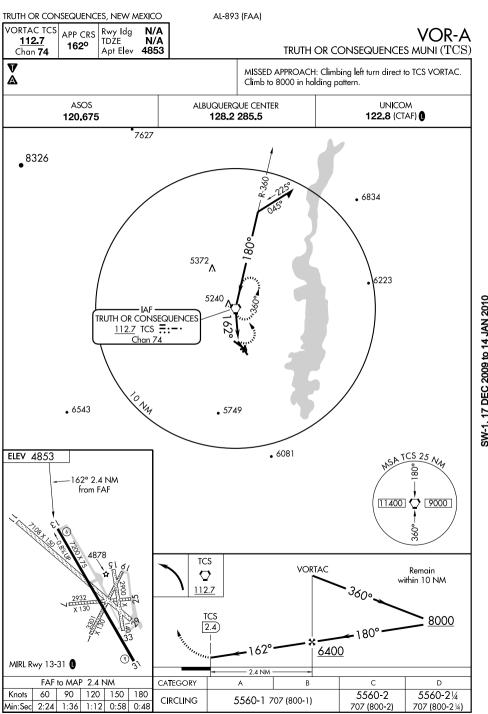
SOCORRO, NEW MEXICO AL-550 (FAA) WAAS 5659 Rwy Ida RNAV (GPS) Z RWY 33 APP CRS сн **49114** TDŹE 4782 335° SOCORRO MUNI (ONM) Apt Elev 4875 W33A Circling NA west of Rwy 15-33. DME/DME RNP- 0.3 NA. Visibility MISSED APPROACH: Climb to 8000 V reduction by helicopters NA. Circling requires descent on GS to direct KANPE and via track 005° to CMDA. Procedure NA when R-5107E active. Obtain local altimeter **A**NA ONM VORTAC and hold. setting on CTAF; when not received, procedure NA. ALBUQUERQUE CENTER UNICOM 118.325 122.8 (CTAF) 0 124.325 288.25 MISSED APCH FIX SOCORRO **Z**284 ONM 7 NM KANPE 4947 00 SOCORRO ONM RW33 6113 10580 SW-1, 17 DEC 2009 to 14, IAN 2010 R-5107 C & H **EBUTE** (IF/IAF) LÉCIX R-5107 B 5A RW 33 25 Ny ELEV 4875 12000 **(** (IAF) R-5107 E TRÙTH OR CONSEQUENCES TCS ς١ 8000 KANPE ONM 7 NM trk **LECIX** Holding Pattern 005° **EBUTE** 4590 X 60 8300 VGSI and RNAV glidepath not coincident. **RW33** GS 3.00° 7800 TDZE TCH 50 4782 -6.2 NM 9.2 NM -33 D CATEGORY Α В C 335° to 5032-1 LPV DA 250 (300-1) NA RW33 5260-1 5340-1 5340-11/2 CIRCLING NA MIRL Rwys 15-33 and 6-24 0 385 (400-1) 465 (500-1) 465 (500-11/2)

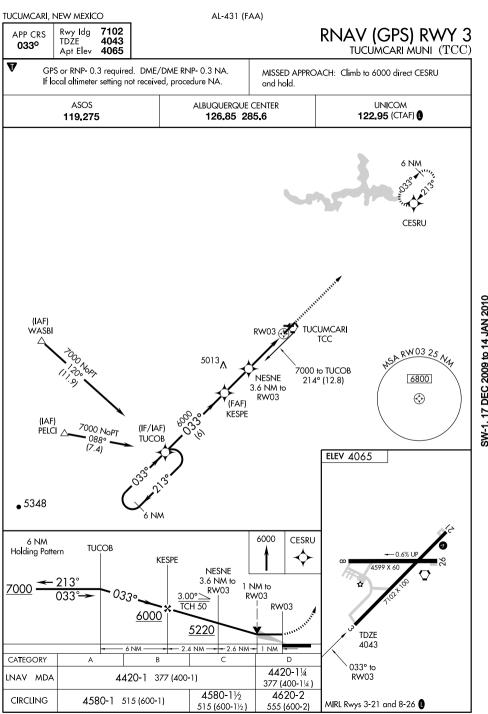


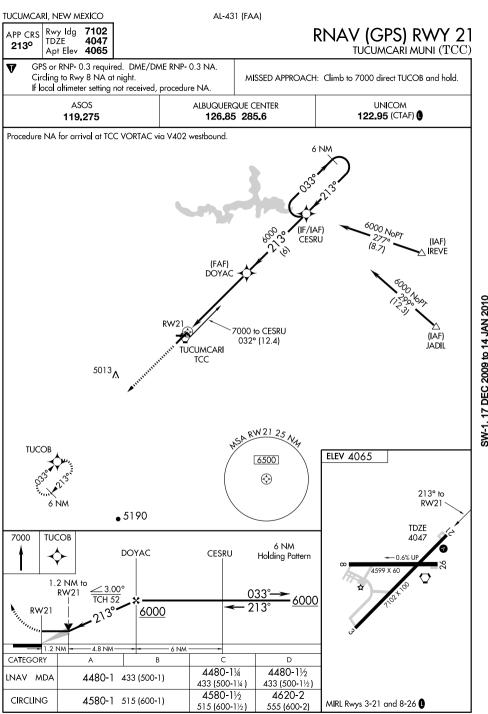


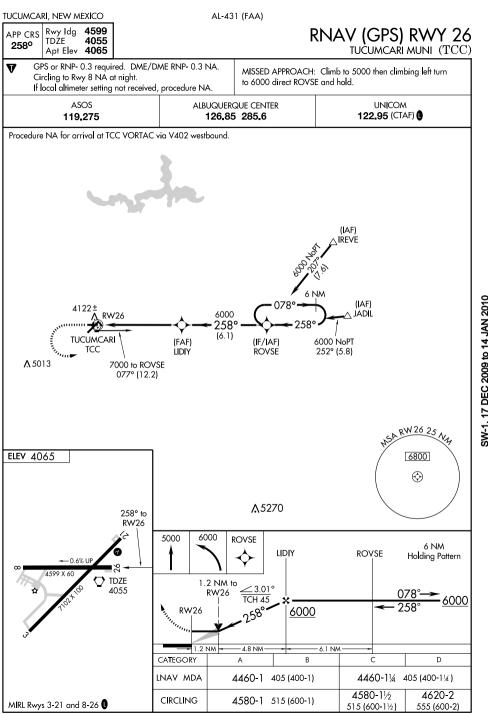


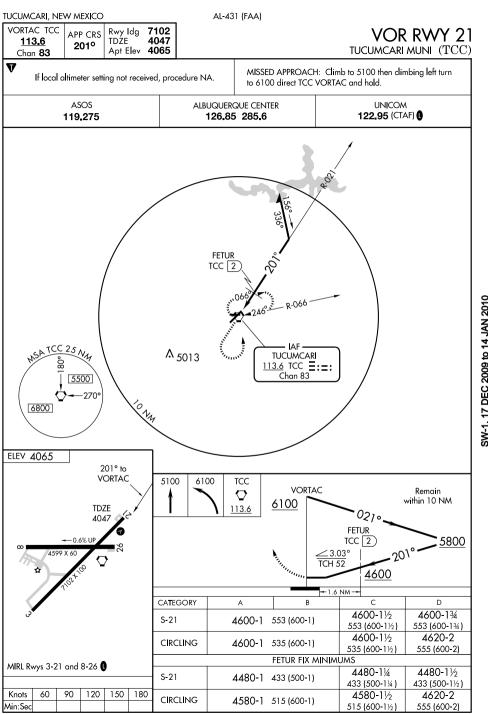


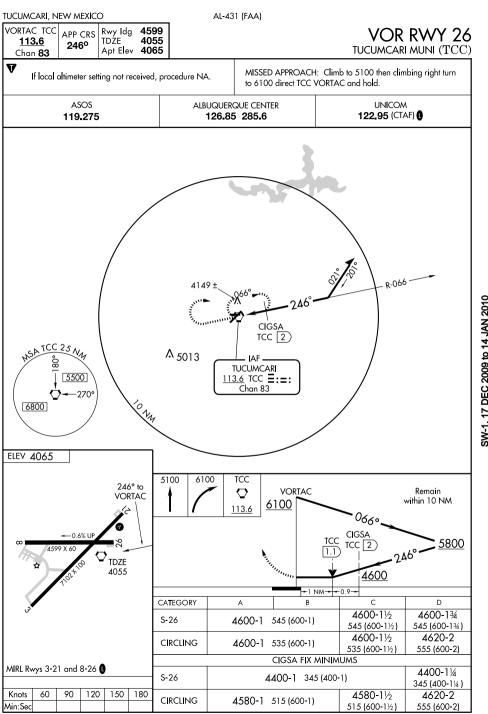












| UNI PUEBLO, N           | 1                         | 07                         | -6651 (FA                |   | DNIAV/ ICDO                        | D\A/V Z            |
|-------------------------|---------------------------|----------------------------|--------------------------|---|------------------------------------|--------------------|
| APP CRS<br><b>057</b> ° | TDŹE 64                   | 54<br>54                   |                          | Z   | RNAV (GPS)<br>YUNI PUEBLO/BLACK RO | CKYYIO<br>CK (ZUN) |
| A NIA U                 |                           |                            |                          | MISSED APPROACH: Climbing left turn to 9000 direct ZUN VORTAC and hold. |                                    |                    |
| ALBUC<br><b>124</b>     | :                         | UNICOM CTAF<br>122.8 122.9 |                          |   |                                    |                    |
| NoPT for arri           | val on ZUN VORT           | AC airway radial 261.      |                          | Δ   | 7448                               |                    |
|                         |                           |                            |                          |   | • 7330                             |                    |
|                         |                           |                            |                          |   | <b>∧</b> 7300                      |                    |
|                         |                           |                            |                          | • 7222  | <b>∆</b> 7400                      |                    |
|                         |                           |                            |                          | (FAF)   | RW06                               |                    |
|                         |                           |                            |                          | ZUNAL   | ∆ <sub>6629±</sub>                 |                    |
|                         |                           | 8200<br>057<br>057         | /                        | <b>*</b>  |                                    |                    |
|                         | (IF/IAF)<br>ZUNI<br>ZUN   | 057                        |                          |   | • 7330                             |                    |
| _                       | 057°                      |                            |                          |   |                                    |                    |
| 4                       |                           |                            |                          |   |                                    |                    |
| 01                      | NM                        | 4                          | SA RWO                   |   |                                    | <sup>7739</sup> ∧  |
|                         |                           |                            | (104)                    | _ \   | ELEV 6454                          |                    |
|                         |                           |                            |                          |   |                                    |                    |
|                         |                           |                            | $\overline{}$            | 9000  | ,                                  | ^ <sup>6558</sup>  |
| 6 NM<br>Holding Patter  | n VORTAC                  |                            |                          | ZUN 🗘   | TDZE 0.3% UP                       | 24                 |
| 2000                    | 237°<br>057°→             | ZUN                        | AL                       | D) 4 (0 (   | A807 7                             |                    |
|                         |                           | 05>0                       | 3.04° <u>►</u> TCH 40    | RW06<br><b>→</b>  | 057° to<br>RW06                    |                    |
|                         | -                         | 13.5 NM                    | 5.3 NM                   |   | -                                  |                    |
| CATEGORY                | A<br>7320-1               |                            | c<br><b>0-2</b> ½        | D   |                                    |                    |
| LNAV MDA                | 866 (900-1)<br>7860-1¼    | 866 (900-1¼) 866 (9        | 00-2½)                   | NA  |                                    |                    |
| CIRCLING                | 786U-1¼<br>1406 (1500-1¼) |                            | 30-3<br>1 <i>5</i> 00-3) | NA  | LIRL Rwy 6-24                      |                    |

